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No. 26,040

HONG KONG, THURSDAY, NOVEMBER 29, 1928.

PRICE \$3.00 Per Month.

A "BREEZE"

CARVALHO YEO'S POLICE DOSSIER

MR. JENKIN'S REQUEST

Mr. Potter Opposes Application To View It.

CROWN PRODUCES SURPRISE WITNESS

For the first time during his trial, Carvalho Yeo paid close attention this morning when a surprise witness for the Crown alleged that Yeo had been caught twice looking at Treasury cheque books.

Mr. F. C. Jenkin, C.B.E., (for the defence) applied for and was granted a short adjournment so that counsel could confer with accused in regard to this unexpected trend of the case.

Previous to that there had been a "breeze" between Mr. Jenkin and Mr. Eldon Potter, K.C. (who is leading for the Crown). This was the result of a request by Mr. Jenkin to examine the Police dossier on the case. Mr. T. H. King, Director of Criminal Intelligence, said that he could not let counsel see it without permission and Mr. Potter strenuously opposed the application. The Puisne Judge (Mr. Justice Jacks) reserved the point.

MR. MOOSA'S STATEMENTS

Mr. King was recalled this morning. He had been cross-examined at length by Mr. Jenkin yesterday afternoon.

Mr. Potter explained that there were two points in connection with Mr. King's evidence. One was his state of mind when the three cheques forming the basis of the forgery and uttering charges against accused were discovered (on Jan. 18, 1928) and during the ensuing prosecution of Tsang On-wing and Cheung Nam-kuen, the Treasury clerks.

The defence had suggested, said Mr. Potter, that Mr. King was of the opinion that the cheques were not forged and had been obtained fraudulently.

Mr. King produced a circular to the managers of all the Banks in Hong Kong, sent out by him as D.C.I. on Jan. 19 (the day after the discovery).

Notice of Reward

The circular asked for any particulars of persons not known personally to the Bank managers who might have opened accounts since Dec. 30, 1927, or who may have made large deposits of remittances since Jan. 2, 1928. He had in mind, Mr. King stated in that circular, large sums, of \$50,000 or over.

Extensive frauds had been discovered, the circular went on to say. Numbers of cheques were given and, it was requested, payment on same be stopped. The circular also asked for the detention of any person presenting such cheques.

Another document produced by Mr. King was a copy of the notice of reward—the only one he had left, said Mr. King. The date on the printed reward form was Feb. 6.

The Whole File?

The circular to the Banks had been extracted from the Police file, Mr. King admitted in cross-examination.

Mr. Jenkin: Are you prepared to let me see the whole file?—Not without instructions.

Will you get instructions?—I will tell the Captain Superintendent of Police that you asked me if you may use the file.

Mr. Potter objected. He said that the defence had suggested what Mr. King's mental attitude towards the case was at a certain time, and that Mr. King's view tended towards fraud and not forgery.

"I did not ask Mr. King to get that circular," Mr. Potter added. "He brought it of his own volition."

"Unprecedented"

Continuing, Mr. Potter alleged that Mr. Jenkin wanted a bundle of documents so that he (Mr. Jenkin) could go through them and pick out anything that might be of use to him. "And I don't suppose he will find anything of use."

That Mr. Jenkin's application was unprecedented and not allowed by any Court of law was Mr. Potter's submission.

In reply, Mr. Jenkin asked his Lordship to note the two grounds on which he made his application. One was that the file concerned another prosecution (that of Tsang On-wing) and had nothing to do with the prosecution of Carvalho Yeo. The second was that the circular was a part of the file and not the whole.

Without the whole, he added, it was impossible to assess the true value of the document produced in Court.

Sufficient Largesse

Mr. Potter intimated that the file not only concerned Tsang On-wing and his "No. 2," but also Carvalho Yeo and other persons under suspicion.

Mr. Jenkin then said that these were criminal proceedings; that he had prepared accused's defence; and that he might be given sufficient largesse.

His Lordship announced that he was prepared to agree with Mr. Potter. Serious difficulties might arise, he said, from the disclosure of documents intended to be confidential.

Mr. Jenkin pointed out that the D.C.I.'s circular had been disclosed by the Crown.

Mr. Potter interposed by saying that the circular was not intended to be confidential; it had been published to all the Bank managers in the Colony.

Counsel's Experience

If he was not allowed to see the file, Mr. Jenkin said, there might be very great injustice.

During the argument, Mr. Potter referred to "his learned friend's" vast criminal experience and that it should have precluded him from making such a request. One of Mr. Jenkin's retorts was that they were now in criminal jurisdiction and therefore, not bound by any rule of civil courts.

"In my experience at the Bar," said Mr. Potter, "and I do not wish to refer to it again, I have never heard an application made for the disclosure of confidential Police records. And as I never heard such an application, I do not know of such application ever having been granted."

"Danger to Defence"

That circular is known to every banker in the Colony; but the rest of the file is not. There might be something in it which may be unfavourable to the defence. There is the danger of hitting the unfortunate man in the dock by such disclosure, hitting so hard that there might even be no answer to statements in the file. Mr. Jenkin couldn't have it both ways, he added.

Mr. Jenkin replied that he did not want it both ways and the argument ended by his Lordship's announcing that he would reserve the point for consideration.

Two Police witnesses then gave formal evidence, neither being cross-examined. They were—

Det. P. C. 264 Wong Kwan,

who took part in the raid on the 6th floor of China-building (where accused is alleged to have had an office). He deposed to picking up a Bank paying-slip which he found on the floor, in fragments.

Surprise of the Day

Mr. T. Murphy, Assistant Superintendent of Police, described how accused was charged; the six charges read, in English, at accused's request; the administering of cautions before each charge; and the statements made by accused in answer to each.

Then came the surprise of the morning. Mr. Potter explained that a new witness was being called, the decision having arisen out of ques-

LIVELY INCIDENT IN RUHR LOCKOUT

FREE FIGHT

THE INTERIOR OF A HALL WRECKED

30 SENT TO HOSPITAL

Cologne, Yesterday.

A meeting held in connection with the Ruhr lockout in the Public Hall, Bochum, ended in a fight between National Socialist Workers' Party and Communists. Bottles, glasses, furniture and stones were used as weapons and the interior of the hall was wrecked.

The police, using rubber truncheons, dispersed the combatants, 30 of whom were taken to hospital.—Reuter.

tions by the jury as to whether it would have been possible for accused, while he was employed in the Treasury, to have had access to cheque books kept in the book safe. Enquiries had been made, accordingly, by Mr. T. M. Hazlerigg, M.C. Treasury Solicitor and a very important point had arisen, Mr. Potter said. It was therefore necessary to lay the new evidence before the Court.

Yeo Pays Attention

Mr. Moosa Azim, who is in the Higher Class of the Junior Clerical Service, senior revenue clerk in the Treasury, stated that he knew accused and that the latter, in the course of his duty, had to get his collection book and receipt book from the book safe.

From the moment Mr. Azim entered the witness-box, Carvalho Yeo leant forward from his seat in the dock and stared hard through the railing at Mr. Moosa.

One day, which he thought to have been in November, said Mr. Moosa, he was taking tiffin in an adjoining room when accused went to one door, hesitated for a second or two, and then walked into the general office.

When he had finished his tiffin, Mr. Moosa continued, he went out by the door leading on to the verandah to wash his hands.

Studying the Work?

He saw accused half sitting and half standing on Tsang On-wing's chair, at Tsang On-wing's desk.

Witness then walked to, very near accused and asked: What are you looking at; studying the work? Accused answered with a long "No," adding "I am only looking."

I noticed him looking at a cheque book which was lying open," Mr. Moosa added.

The cheque book was the Government's, kept by Tsang On-wing. The cash book was shut on the desk. Accused's finger was on the counterfoil of the cheque book. Witness then walked back to his own desk.

During Office Hours

Some time after this incident, witness saw a cheque on accused's desk. Witness said: Have you got Tsang's cheque book? Accused did not reply. Mr. Moosa stated; accused was writing something and he waved his pen pointing it towards the counter. The cheque book was shut on this occasion.

The incident happened during office hours but he could not recollect the date or time.

When Mr. Jenkin asked leave to cross-examine Mr. Moosa at a later stage, Mr. Potter concurred. The latter said that Mr. Jenkin's application was quite reasonable and that it is only right that he should have the opportunity.

"Anything"

Mr. Jenkin informed his Lordship that the Police Court proceedings began on Oct. 4. Additional evidence was served on him by the Crown on Nov. 10, ten days before the present trial opened. On the second day there was a further lot of new evidence. Yesterday afternoon he had received notice of this evidence of Mr. Moosa's but he had had no opportunity to go into it, having been engaged in consultation with Professor Shell-shear and on other urgent matters.

After discussion, Mr. Jenkin applied for a short adjournment to consult accused. His Lordship pointed out that this was unusual and Mr. Jenkin replied that anything could happen in a criminal trial. The jurors preferred the adjournment and the Court rose.

The conference was held in the Court Library and then the Court resumed.

(Continued on Page 7.)

POPULAR FOREIGN SECRETARY

SIR A. CHAMBERLAIN

AGAIN ANSWERING QUESTIONS IN THE COMMONS

REFERENCE TO CHINA

London, Yesterday.

Sir Austen Chamberlain (Secretary of State for Foreign Affairs) returned to the House of Commons to-day after his four months' absence abroad. He appeared to have fully recovered from his illness, and when he entered the House he was heartily cheered. Leaders of all three parties expressed pleasure at his return, to the accompaniment of demonstrations of approval from all sides of the House.

Sir Austen then answered a batch of questions.

Interests in China

Questioned about the relations between Great Britain and Japan in regard to China, Sir Austen



Sir Austen Chamberlain

Chamberlain said these were based on obligations of full and frank communication specified in Article 7 of the Washington China Treaty of 1922 and on the fact that Japan and Great Britain had much large

FINE, CLOUDY

N. E. winds, moderate, fine to cloudy, is the forecast until noon to-morrow.

An area of relatively high pressure extends from the Yangtze Valley to the N.E. of Japan. The position of the typhoon is uncertain. It appears to be about 150 miles E. by N. from Aparri moving E.N.E.

The other typhoon is about 250 miles W. of the Bonins moving N.N.E.

Moderate monsoon may be expected along the S.E. coast of China and light variable winds with fine weather over the N.E. Portion of the China Sea.

The following telegram was received from the Manila Observatory at 7 a.m. to-day:

Manila, 9 p.m. Nov. 28. Typhoon in about 132 deg. Long. E. 21 deg. Lat. N. moving N.N.W. Cyclone or typhoon W. of Northern Luzon less than 100 miles distant moving E.N.E.

er interests in China than the other Washington powers.

In these circumstances the two Governments had agreed informally that close contact which they desired to maintain could best be promoted and developed by constant communication and consultation between their respective ministers at Peking.

There were no conversations proceeding between the two Governments regarding China, other than this informal exchange of information and views, which he hoped would be continued.

This arrangement was not a new departure but was the natural consequence of the Washington obligations. Similar conversations and consultation took place between the British Minister and ministers of other Powers at Peking.

Relations With U.S.A.

Colonel Wedgwood (Labour) asked if there was the same consultation of and collaboration with America as with Japan.

Sir A. Chamberlain replied that from the very first day that he took office it had been his earnest

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 2/0 5/16.

BRITISH SUBJECT'S HIS MAJESTY'S SENTENCE

A DEVELOPMENT

PORTUGUESE GOVERNMENT'S COMMUNICATION

UNSATISFACTORY REPLY

London, Yesterday.

In regard to the severe sentence passed upon Mr. Brewer, at London, Sir Austen Chamberlain (Secretary of State for Foreign Affairs) said the Portuguese Government had considered the representations made by the British Ambassador at Lisbon and had informed him that they were desirous of meeting the views of the British Government and had examined the possibility of releasing or pardoning Brewer. They much regretted, however, that they had been unable to take such action, as in cases of this kind Portuguese legal procedure required that judicial documents should be submitted to the Minister of Justice.

In the present case these documents could not reach Lisbon before Brewer's term of imprisonment was ended.

The British Ambassador had been instructed to inform the Portuguese Government that the British Government shared the regret of the Portuguese Government at their inability to act on the lines contemplated, and that while they were fully satisfied of the unwarranted severity of the sentence inflicted on Brewer, they proposed to await the report expected from the British Consul-General at Loanda and to consider then what further action they should take.—British Wireless Service.

[Brewer, who is a seaman, was convicted of theft, and heavily sentenced some months ago.]

ADMIRAL FLETCHER DEATH OF A DISTINGUISHED U.S. OFFICER

ALSO INVENTOR

New York, Yesterday.

The death is announced of Admiral Frank Fletcher, ex-Commander-in-Chief of the Atlantic Fleet. When it occurred Vera Cruz in April, 1914. He invented the Fletcher breech mechanism and gun mounts, and was a member of the Council for National Defence in wartime.

—Reuter's American Service.

[Admiral Fletcher was born in 1855 and was a native of Oskaloosa, Iowa.]

MR. H. HOOVER

HEARTILY WELCOMED IN COSTA RICA

San Jose, Costa Rica, Yesterday. Mr. Hoover has arrived. He was entertained by President Viquez and heartily welcomed by the public.

—Reuter's American Service.

SOLO FLIGHT

FROM CANADA TO CUBA

NON-STOP

Havana, Yesterday.

Leonard Flo has arrived here on a non-stop solo flight from Walkerville, Ontario.—Reuter.

desire to work harmoniously both with the United States and Japan in respect to their common interests. He was quite certain the answer he had given would not be new to Washington. He added that Washington must be aware that one of the very first steps which he took on assuming office was to express the hope that this country and the United States might pursue a common policy and, at any rate, consult freely in regard to all matters in relation to China.

Treaty and "Extrality"

The negotiations with the National Government of China for a treaty on tariff matters were still in progress. In the circumstances he preferred, at this stage, to make no detailed statement regarding the present position. No negotiations were taking place on the question of extra-territoriality.

The Rhineland

Sir A. Chamberlain stated that the British Government had had no occasion to make any communication to either the French or German Government in regard to the withdrawal of British troops in the Rhineland, as distinct from evacuation by all three occupying Powers.—British Wireless Service.

HIS MAJESTY'S CONDITION

A FAIR DAY

OFFICIAL STATEMENT FOR THE CABINET

THE PRINCE'S JOURNEY

London, Yesterday, 8 p.m.

The fullest authoritative statement yet made on the nature and development of the King's illness is contained in a letter sent by Lord Dawson of Penn. (the King's physician) to Sir William Joynson Hicks, the Home Secretary.

Lord Dawson says: "I gather from you that the Cabinet wish for a more detailed opinion about His Majesty's illness than is contained in the daily bulletins. Will you therefore inform them as follows: The King is suffering from inflammation or congestion of the right lung with extensive plastic pleurisy on the right side which, as you know, is a painful condition. Such infection must, from its nature, be serious. In all illnesses of this character there must be anxiety, which will continue for the present, but I am happy to say the King passed a quieter night and that the condition of the lung shows some improvement and his strength is maintained. So far, then, the illness is being controlled and its force lessened; its symptoms are being alleviated, and I hope its duration will be curtailed."—British Wireless Service.

"A Fair Day"

The latest bulletin states that the King passed a fair day with some sleep, otherwise the conditions are unchanged.—Reuter.

A Long Journey

The Prince of Wales left Dodoma, in Tanganyika, at 8.30 o'clock this morning on his return to England. He travelled on a single track railway, 300 miles to the port of Dar-es-Salaam. Here he will go aboard the "Ajania," the Governor's yacht, until the arrival of the cruiser "Enterprise," which is on its way from Aden, and which is expected to reach Dar-es-Salaam on Saturday or Sunday.

H. M. "Enterprise" will then sail immediately with the Prince for England.

The Duke of Gloucester is expected to arrive at Dar-es-Salaam from the interior on Saturday to travel with the Prince of Wales in the "Enterprise."

Dar-es-Salaam, Yesterday.

The Prince of Wales has arrived here from Dodoma.

Wireless and the Bulletins

The two daily bulletins regarding the King are not issued at fixed times but have hitherto been made public between 11 and midday in the morning and between 8.30 and 9.30 at night.

The morning bulletin, is of course transmitted by the midday British Official message. The evening bulletin will be attached whenever possible to the 8 p.m. British Official message, and may indeed be added after exchange rates. It will, in any case, be included in the mid-night transmission.—British Wireless Service.

The Prince's Decision

The newspapers all rejoice at the better news of the King's illness, and tributes are paid to the "affectionate concern and sense of duty" of the Prince of Wales in curtailing his African visit. It is pointed out that although the latest news of the King's condition encourages hopes of His Majesty's full restoration to health, obviously he will need a prolonged rest. The Prince's speedy return may be regarded, says the "Daily News," as indicating his "intention to relieve His Majesty in the immediate future of all such duties as can be vicariously performed, and train himself more assiduously than ever for the position, the high responsibilities of which he recently acknowledged in striking phrases."

Earlier Telegrams

London, Yesterday.

At 6 a.m. this morning His Majesty was stated to be fairly comfortable.

A bulletin was issued at 10 a.m. stating that the King passed a quieter night. His temperature and general condition remain as before. Lord Dawson of Penn and Sir

THE ALLEGED FORGED \$50 NOTES

ANOTHER STEP

THIRTEEN ACCUSED BEFORE THE MAGISTRATE

BAIL REFUSED

All the thirteen accused (eleven men and two women) arrested by the police, in connection with the discovery of forged \$50 banknotes of the Hong Kong and Shanghai Bank (1923 issue), were again before Mr. R. E. Lindsell at the Central Magistrate's court this morning, when his Worship fixed the hearing of the case for Friday, December 7, at 11.15 a.m., to continue in the afternoon.

Mr. Leo d'Almada, senior, was present for two of the male accused (Nos. 8 and 9) charged with the joint possession of one of the forged notes; whilst Mr. C. E. L. Grist was for another of the men (No. 12) charged with aiding and abetting, and with conspiracy. The other ten accused were not legally represented.

Mr. T. Murphy, Assistant Director of Criminal Intelligence, asked for permission to withdraw the charge against No. 9 accused, one of Mr. d'Almada's clients, who was accordingly discharged.

Mr. d'Almada applied for bail for the other man.

The Magistrate pointed out that Mr. d'Almada had made a similar application at the previous hearing, when bail had been refused.

Mr. d'Almada said that he understood then that his Worship was not prepared to grant bail at that stage.

No Bail

Mr. Lindsell: I am not prepared to grant bail now.

Mr. d'Almada suggested that Mr. Murphy should quill the facts of the case as contained in this accused, and then they would be able to decide as to whether or not bail should be granted. At the moment, he commented, both his Worship and himself did not know anything of the merits of the case to form an opinion on the question of bail.

His Worship remarked that Mr. Murphy had stated at the previous hearing that No. 8 accused had been in possession of one of the forged notes.

Mr. Murphy supplemented this by telling the Court that the accused discarded this note when he saw the police. He commented that by this act there could be a presumption of guilty knowledge on the part of the accused.

The Magistrate agreed, and accordingly refused bail.

Mr. Grist then applied for bail for his client. He commented that the charge against this man was "not so serious."

Mr. Lindsell remarked that the man was charged with aiding and abetting as an accessory before the fact.

Conspiracy Charge

Mr. Murphy: And there is a charge of conspiracy also.

His Worship asked Mr. Grist what bail he could offer, and the latter replied \$300.

Mr. Murphy: I cannot consider anything less than \$1,000.

The Magistrate asked what evidence there was against this accused.

Mr. Murphy replied that he was present at one of the meetings conducted by the first accused, other members of the gang, and another man (not before the Court), to discuss the purchase of forged notes.

Mr. Lindsell remarked to Mr. Grist that the charge was very serious, and he was not prepared to grant bail.

The other ten accused were also remanded without bail.

Stanley Hewett (King's physicians) returned to the Palace at the unusual hour of 1.30 p.m. Sir William Joynson Hicks called twice in the course of the morning and was still at the Palace at 1.30.

It is emphasised on high authority that the bulletins in regard to the King's health are statements of fact, and nothing has been kept back. A medical expert, referring to queries as to whether the King has got pneumonia emphasises that the existence of congestion of one lung does not imply that the patient is suffering from pneumonia. In the usual sense of the word.—Reuter.

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MALWA	10,946	8th Dec.	Rotterdam & Hamburg
KASHMIR	8,985	15th Dec.	Bombay, Marseilles & London.
NALDERA	10,088	22nd Dec.	Bombay, Marseilles & London.
MANTIA	10,916	5th Jan.	Bombay, Marseilles & London.

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TAKADA	6,940	12th Dec.	Singapore, Penang & Calcutta.
TALAMBA	8,018	21st Dec.	Singapore, Penang & Calcutta.
TALMA	10,000	5th Jan.	Singapore, Penang & Calcutta.
SANTHIA	7,754	21st Jan.	Singapore, Penang & Calcutta.
TILAWA	10,000	5th Feb.	Singapore, Penang & Calcutta.

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*TANDA	6,956	1st Dec.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	28th Dec.	Townsville, Brisbane, Sydney &
ARAFURA	6,000	1st Feb.	Melbourne.
TANDA	6,956	1st Mar.	

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London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALAMBA	8,018	1st Dec.	Amoy, Moji, Kobe, Y'hamo & Osaka.
*TRELAWNY	—	4th Dec.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	4th Dec.	Shanghai, Moji, Kobe & Yokohama.
MANTUA	10,946	6th Dec.	Shanghai, Moji, Kobe & Yokohama.
*TRESILLIAN	—	9th Dec.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	14th Dec.	Amoy, Shanghai, Moji, Kobe & Osaka.
*GAZANA	6,284	19th Dec.	Amoy, Shanghai, Moji, Kobe & Osaka.
KALYAN	9,144	21st Dec.	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	7,754	28th Dec.	Amoy, Moji, Kobe & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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SAILINGS FROM HONG KONG.

S.S. "CITY OF CHESTER"	... Via Suez Canal	27th December.
S.S. "EUMAEUS"	... Via Suez Canal	11th January.
S.S. "AUTOLICHUS"	... Via Suez Canal	8th February.

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THE VOLUNTEERS

ARRANGEMENTS FOR ANNUAL CAMP

BATTERY PARADE

Hong Kong Volunteer Defence
Corps Orders by Lieut-Colonel
L. G. Bird, D.S.O., Commandant,
are as follows:-

Annual Camp

The following units will proceed
to Fanning Camp:
Corps Signals: Friday evening,
Nov. 30 to Tuesday evening, Dec.
4, 1928.

Machine Gun Company: Friday
evening, Nov. 30 to Sunday even-
ing, Dec. 2, 1928.

Men can proceed to Camp the
evening of the day before i.e. on
Friday evening of Nov. 30, 1928.
Those wishing to have their
baggage sent to the Camp at Fan-
ling must deliver it, clearly label-
led with owners' names at Corps
Headquarters by 2 p.m. on Friday,
Nov. 30.

Rations for 4th week-end. O.C.
Companies will report to the Ad-
jutant, H.K.V.D.C. by 9 a.m. on
Wednesday, Dec. 5, the number of
all ranks attending camp, stating
meals required, so that rations
can be arranged.

All ranks are directed to take
the top track to camp i.e. past Mr.
Silva's Bungalow, the M.L. Stables
and through the Gap to camp.
The lower track through the fields
must not be used.

Corps Band

There will be a full Band Prac-
tice on Tuesday, Dec. 4, at 5.30
p.m. at Corps Headquarters.

Monday, Dec. 3. Parade at
Corps Headquarters at 5.15 p.m.
and proceed to Kennedy-road
Range by Ford Truck for Musketry.
Dress: Mufti; under R.S.M. W. H.
Edmonds.

The Battery

Parade at Corps Headquarters at
5.25 p.m. on Friday, Nov. 30, and
Tuesday, Dec. 4, for Battery Drill.
Signalers under Sgt. J. M. Jack.

Camp. The following are the
dates on which The Battery will
go into camp at Tai Lam, New Ter-
ritories, this year.

1st Week-end p.m. Friday, Dec.
7 to p.m. Dec. 9.

2nd Week-end p.m. Friday, Dec.
14 to p.m. Dec. 16.

Attendance at camp is a con-
dition for efficiency.

Transport to camp will be pro-
vided as follows:

Friday, Dec. 7, by Bus leaving
Kowloon Ferry at 5.30 p.m.

Saturday, Dec. 8, by Bus leav-
ing Kowloon Ferry at 2 p.m.

Friday, Dec. 14 by Bus leaving
Kowloon Ferry at 5.30 p.m.

Saturday, Dec. 15, by Bus leav-
ing Kowloon Ferry at 2 p.m.

Any members who cannot parade
at Kowloon Ferry at 6 p.m. on the
Fridays but can reach camp before
the 8 a.m. parade on the Saturday
mornings must do so.

Dress: Marching order, i.e.,
Helmet, tunic, shorts, puttees,
khaki shirts, bandolier, greatcoat
and boots. Putties will be worn
—Tape at bottom. All N.C.O.s are
reminded that badges of rank in
white tape must be worn on khaki
shirts.

Khaki slacks may be worn when
off duty in evening.

Engineer Company

Parade. At Belcher's Fort on
Tuesday, Dec. 4, at 5.30 p.m. of
training in Starting, Stopping and
running the Lamp. Dress: Uni-
form or mufti optional.

Corps Signals

The Corps Signals will go to
camp from Friday, Nov. 30, to
Tuesday, Dec. 4. All ranks will
parade at Kowloon Railway Station
on Friday, Nov. 30, at 5.20 p.m. in
order to catch the 5.40 p.m. train.

M.I. Company

Thursday, Nov. 29. Parade at
Corps Headquarters at 5.30 p.m.
for M.G. Instructions. Dress:
Mufti.

Thursday, Dec. 6. Parade at
Corps Headquarters at 5.30 p.m.
for M.G. Instruction. Dress:
Mufti.

M.G. Competition

The following are the team ar-
rangements for the M.G. Competi-
tion.

No. 1 Team

Lieut. H. C. Macnamara (Gun
Commander).

Pte. C. E. Backhouse
" A. E. McCartney
D. Ogilvie.

This team will fire on Saturday,
Dec. 1.

No. 2 Team

Corpl. T. C. T. Beck (Gun Com-
mander).

Pte. L. Weill
" J. A. E. Kendrew
" R. J. D. Grieve.

No. 3 Team

Sergt. M. M. Watson (Gun Com-
mander).

L/Cpl. G. Davidson
Pte. I. H. C. Highet
" J. H. Davy.

Reserve

Pte. Branic-Hartnell.

Nos. 2 and 3 Teams will fire at
the last week-end camp Dec. 7-9,
1928.

Armoured Car Co.

Car Section. Monday, Dec. 3.
Parade at Corps Headquarters at
5.30 p.m. for M.G. Instruction.
Dress: Mufti.

Friday, Dec. 7. Parade at 5.30
p.m. outside Kowloon Railway Sta-



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tion to proceed by road to Fanning
Camp. Dress: Tunic, shorts, put-
tees, hoselops, helmet, bandolier, belt,
haversack, waterbottle, no sidearms
and rifle.

Motor Cycle Section. All ranks
who were unable to attend camp last
week should attend the 3rd and 4th
camps, Nov. 30 to Sunday, Dec. 2,
and Dec. 7 to Sunday, Dec. 9 in order
to qualify for efficiency. 3rd Week-
end camp. All ranks will parade at
Kowloon Railway Station with their
motor cycles on Friday, Nov. 30 at
5.30 p.m. ready to proceed to Fan-
ling by road.

Dress: Uniform as laid down in
last week's orders.

A special Lighter will be at the
Hong Kong side at 5 p.m. to trans-
port machines across the Harbour.

Machine Gun Company

The Company will parade as
strong as possible at 5.30 p.m. on
Tuesday, Dec. 4 at Corps Head-
quarters for Machine Gun Instruc-
tion under Section arrangements.
Dress: Overalls.

Scottish Co.

Thursday, Dec. 6. Platoons will
parade at 5.30 p.m. for Machine Gun
Instruction. Dress: Mufti, as fol-
lows:-

Nos. 5 and 7 Platoon at Corps
Headquarters.

No. 6 Platoon at Kowloon Dock.

Pipe and Drums will parade for
practice at Corps Headquarters on
Wednesday, Dec. 5, 1928.

St. Andrew's Ball. It is hoped
all those attending will do so in the
Kilt.

Dress: Diced hose, flashes, kilt,
sporrans, white mess jacket and vest,
latter with small brass Corps but-
tons.

Church Parade, as previously an-
nounced in orders, will take place on
Sunday, Dec. 2. A full strength
parade is requested.

Parade at Corps Headquarters at
10.30 a.m.

Dress: Review order without
rifles, i.e. spats, diced hose, flashes,
kilt, sporrans, tunic, belt and side-
arms. Glengarry. Medals will be
worn.

After parade the Chieftain of St.
Andrew's Society, The Hon. Mr. C.
Gordon Mackie, will be "At Home"
to the Company at Corps Head-
quarters.

Camp. The Company will be in
Camp during the weekend Dec. 7-9,
1928.

Portuguese Co.

There will be no parades until
Friday, Dec. 14.

Reserve Co.

Wednesday, Dec. 5. Parade at
Corps Headquarters at 5.15 p.m. and
proceed to Kennedy-road Range by
Ford Truck for M.G. Firing Prac-
tice. Dress: Mufti.

Strength

The following recruit is taken on
the strength and posted at under:-

No. 1430 Pte. G. Da Rocha, No.
10 Platoon, from 22. 11. 28.

Appointment

Reference Corps Order No. 354
Para. 19. No. 811 Acting Company
Sergt-Major V. C. Branson, M. C.
to remain acting C. S. M. until Dec.
9, 1928.

Transfers.

No. 483 Signaller T. H. W. King
is transferred from Corps Signals to
the Engineer Company, as from 15.
11. 28.

No. 460 Pte. H. T. Buxton is

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Pres. Madison ... Dec. 18th Pres. Pierce ... Dec. 25th
Pres. Jackson ... Jan. 1st Pres. Taft ... Jan. 8th
Pres. McKinley ... Jan. 15th Pres. Jefferson ... Jan. 22nd

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Pres. Monroe ... Dec. 16th 8 a.m. Pres. Hayes ... Jan. 27th 8 a.m.
Pres. Wilson ... Dec. 30th 8 a.m. Pres. Polk ... Feb. 10th 8 a.m.

To Manila

Pres. Cleveland ... Dec. 4th 6 p.m. Pres. Jackson ... Dec. 22nd 6 p.m.
Pres. Madison ... Dec. 8th 6 p.m. Pres. Taft ... Jan. 1st 6 p.m.
Pres. Pierce ... Dec. 18th 6 p.m. Pres. McKinley ... Jan. 5th 6 p.m.

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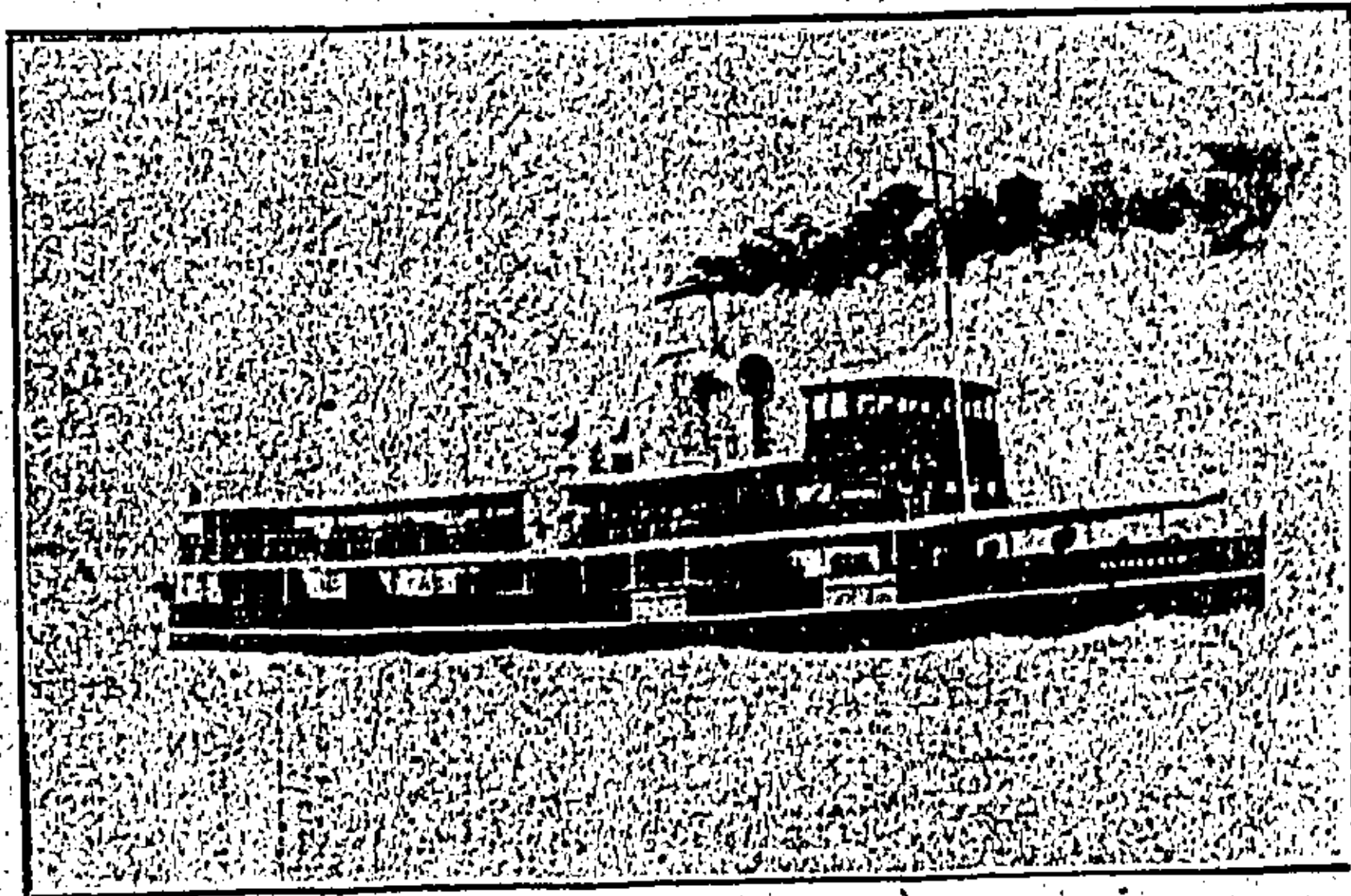
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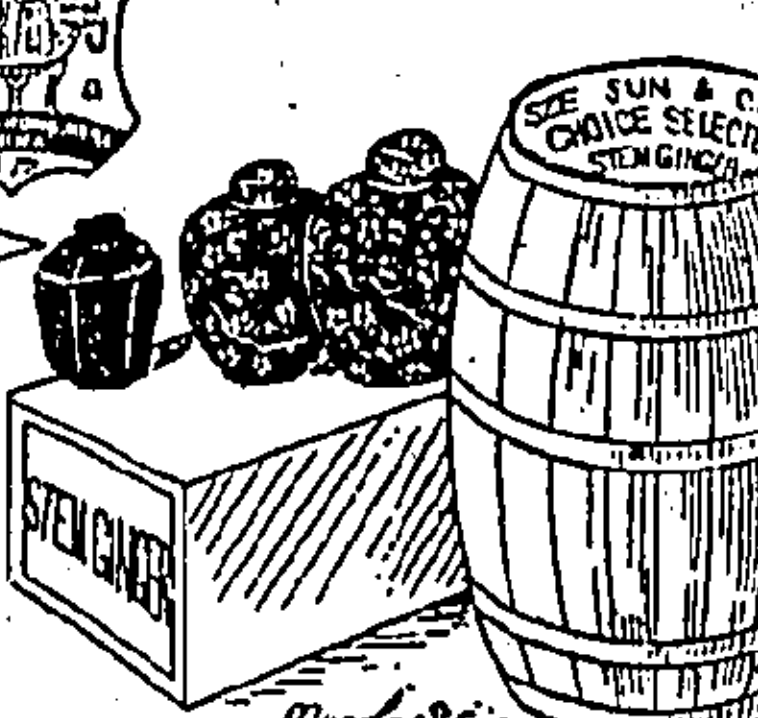
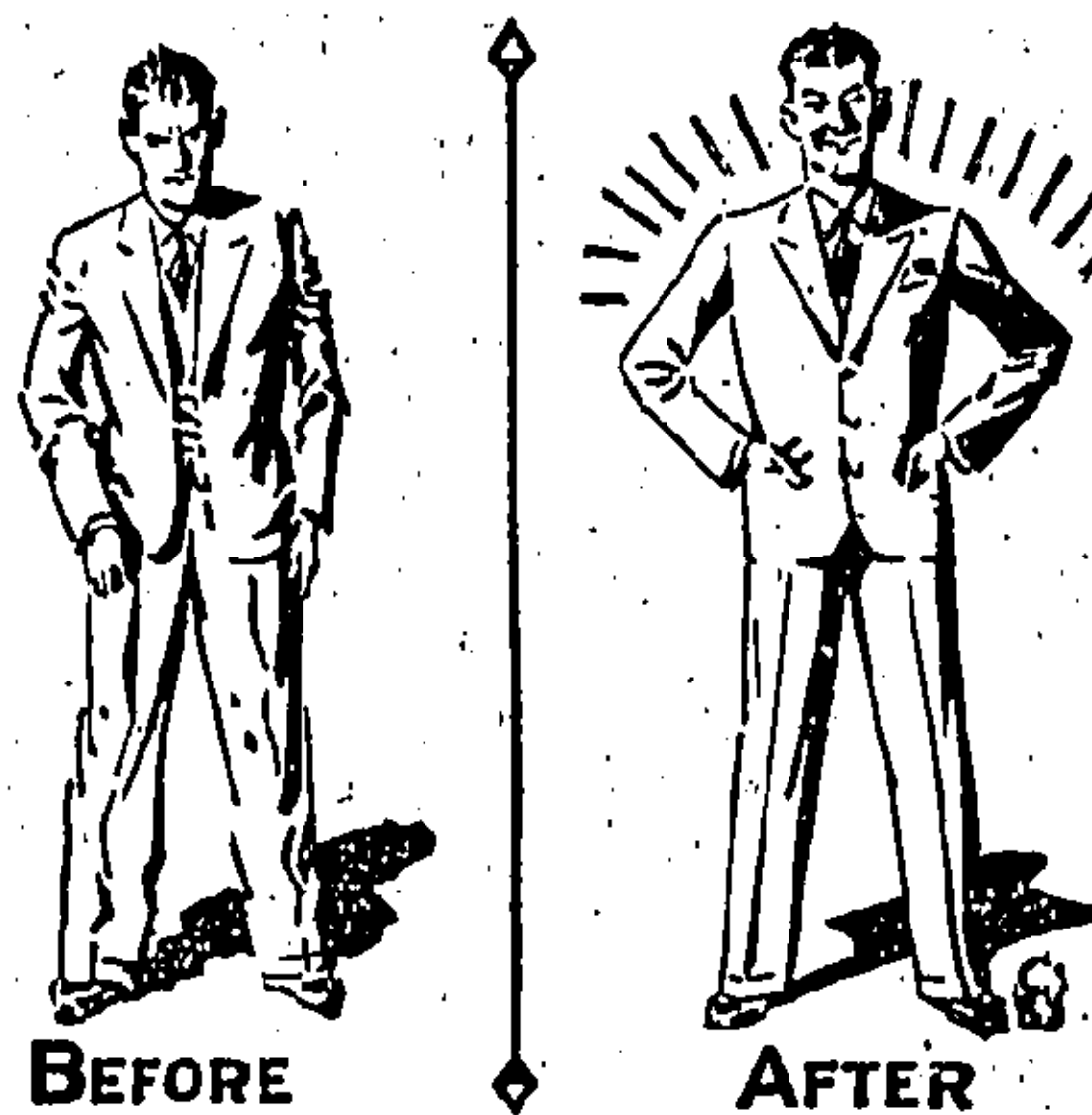
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Hong Kong, Thursday, Nov. 29, 1928.

AMERICA RULES THE WAVES!

In the House of Commons the other day Mr. W. C. Bridgeman, the First Lord of the Admiralty, said he had always attempted to emphasise that Britain had done more in the way of disarmament than any other Power; he also revealed some figures which, if they be correct, most definitely prove his contention. These figures set out the personnel of the navies of the great Powers as in 1914 and as in 1928. They are very illuminating figures, too. They show that in the interval Britain has decreased her naval man-power from 146,000 to 101,000. They show that in the interval France has decreased her naval man-power from 69,000 to 62,000. And they also show that the other great Powers are in possession of larger navies, so far as personnel is concerned, than was the case in 1914. Here we may pause to touch upon the line of argument that may be advanced to the effect that increased man-power does not necessarily mean increased armament. For ourselves we think it does. The ships of the day, it should be remembered, are equipped with labour-saving devices of all kinds, from oil-fuel to electrically-operated guns, so it may most reasonably be presumed that where there are more men there are more or larger ships.

Now who are these other Powers which have added to their naval personnel during the period we have mentioned? First, by reason of the proportion of increase, comes the United States of America. In 1914 that country had a naval personnel of 67,000; now she has a naval personnel of

113,000. So far as man-power goes, America rules the waves. In fourteen years, as the figures indicate, she has almost doubled her personnel. Disarmament conferences come and go; talk of peace pacts fills the air.

After America comes Japan, which had a naval personnel of 50,000 in 1914 and now has a naval personnel of 85,000, and then there is Italy, with present-day figures of 46,000 against 40,000 in 1914. These statistics, as Mr. Bridgeman was careful to point out, are but round numbers, but however elastic the roundness they are ominous statistics. What does it all mean? Where are we being taken? Will there ever be any real naval disarmament? These and other like questions may legitimately be asked. For ten years, off and on, there has been talk of armament limitation; as recently as yesterday there was announced a suggestion that the question of the equality of sea-power as between Britain and the United States regarding certain classes of warships should be discussed in Canada some time next year. All these discussions, these parleys, these conferences, these pacts may take us somewhere eventually, but—looking at the figures given above squarely in the face—it is going to call upon a mighty lot of patience and a mighty lot of faith. Meanwhile, America rules the waves!

"Sir Austen"

Our popular Secretary of State for Foreign Affairs, Sir Austen Chamberlain, after his severe illness of some four months, is again "in harness," and, on his return to the House of Commons, was accorded a hearty welcome from all parts of the House, thus testifying to his popularity. Judging by the batch of questions that he had to answer he has not had much of a leisurely time at the Foreign Office since resuming his arduous duties. But Sir Austen, now happily fully recovered, appears to be quite equal to coping with the critics of the Government's foreign policy. His reply with regard to British affairs in China is, in the prevailing circumstances, eminently satisfactory, for obviously it is still premature for an official statement to be made regarding the negotiations for a new treaty between Britain and China on tariff matters. Sir Austen also stated that "no negotiations are taking place on the question of extra-territoriality," and though he did not say that a discussion on that subject is likewise premature, nevertheless it most certainly is. Quite a lot will have to be done by China's new Government before they can hope for "extra-territoriality" being finally regarded as a matter settled in accordance with the Nationalists' wishes.

Science does not prevent a man from being a Christian, but makes him a better Christian. Revelations of science are coming faster and faster all the time. The next revelation may come very quickly. We may not have to wait hundreds of years for new revelations. We are speeding up in regard to the meaning of the universe. Science has discovered that the physical universe, with all its electrons in motion, receives its true interpretation only as its messages reach the soul. Wherever science has explored the universe it has found it to be a manifestation of a co-ordinating principle. Back of everything there is a definite guiding Principle, which leads from chaos to cosmos.—Dr. Michael I. Pupin.

Mr. C. F. Servadio, manager of the "Fiat" Garage, goes on home leave to Italy to-day by the s.s. "Ruhr."

Late tram and ferry services are advertised in connection with the St. Andrew's Society Ball to-morrow night.

Mr. Allan Cameron of the Canadian Pacific Line, and Mrs. Cameron, were passengers on the outgoing "Empress of France," which sailed from Hong Kong yesterday.

The Chief Justice of Hong Kong, Sir Henry Gollan, C.B.E., K.C., left for Shanghai yesterday by the "Empress of France." He is to preside in an appeal case in H.M.'s Supreme Court in China.

Dr. Chu Chia-hun (Chu Ka-wa), Vice-chancellor of Sun Yat-sen University in Canton, has gone north to Nanking. He sailed from Hong Kong yesterday on the "Empress of France," bound for Shanghai.

Colonel Sir George McLaren Brown, K.B.E., European General Manager of the Canadian Pacific Railway, and Lady Brown were passengers on the "Empress of France" which left Hong Kong yesterday for the North.

As the result of leaning over the verandah to take in clothing, which had been hung out to dry, a Chinese woman, living on the second floor of No. 21, Tung Ling-street, overbalanced and fell into the street. She fractured her right leg, and was taken to the hospital by the police.

Arriving from Calcutta and Singapore with 1,436 passengers on board, the British s.s. "Talam-ba" reported the death of three passengers en route. One of the deceased was suffering from epileptic fits, one from Beri-Beri, while the third, an infant, died in premature birth.

The case in which a public car driver summoned Mr. B. Pasco, of Messrs. Brewer and Co., for alleged assault, has been withdrawn, we understand, by the former. The case, it will be recalled, first came up on Wednesday and Mr. Pasco also brought a cross-summons for disorderly behaviour.

Four more bodies of persons who had died from small-pox were dumped in Yaumati yesterday, and the police removed them to the Kowloon mortuary. A fifth body, also bearing evidence of small-pox, was picked up in the harbour. In other parts of the Colony six bodies were discovered, but in these cases small-pox was not the cause of death. All the bodies were Chinese.

The "Empress of France" on her first voyage from Hong Kong to Shanghai, Japan and Canada, had a very long list of passengers when she sailed yesterday. Among those on board were:—Mr. Chan Harr, Col. and Mrs. L. M. Cosgrave, Mr. S. H. Garrod, Mr. E. B. C. Hornell, Mrs. Kwok Lock, Mrs. D. M. Nissim, Mr. W. H. Peters, Mr. R. R. Roxburgh, Mr. A. B. Sorensen, Mr. D. C. Walmsley.

CORRESPONDENCE

PERSONAL STATEMENT

(To the Editor of the "China Mail.")

Sir,—In the past I have refrained from mentioning my personal position in relation to the proposed "Seaplane Flying Club for Hong Kong." I deeply regret that it should be necessary for me to do so; unfortunately it is in the interests of the movement.

There are a number of persons in Hong Kong who are, under the impression, (and who make it their business to spread their views) that I proposed the formation of the Club with the suggestion of Government assistance, purely to make a "fat job" (not my expression) for myself.

My true reasons have already received considerable publicity. I have no intention of wasting your space, or my time, in making a lengthy reply to such a charge, but I should like to make the position quite clear.

The Club would have two paid Europeans upon its staff, one a pilot instructor. I gave up this work six years ago and have no intention of returning to it; the other a Ground Engineer. I have not the necessary qualifications. I have not, and never had, any intention of accepting a paid position with the Club.

Yours etc.,
R. VAUGHAN-FOWLER.
Hong Kong, Nov. 28, 1928.

MURDER

TWO MEN BEFORE THE
KOWLOON COURT

"GRUESOME DISCOVERY"

Yesterday afternoon, Mr. E. W. Hamilton had before him, at the Kowloon Magistracy, two Chinese who were charged with the murder of a compatriot, who was foully done to death near the Kowloon Hospital during the latter part of October.

The discovery of the body had given police investigators a lot of trouble, first in identifying the dead man, and later in following up clues which led to the subsequent arrest of the two accused who were stated to be former colleagues of the victim.

A plea of "not guilty" having been entered by both accused, who were not legally represented, Mr. H. Somerset Fitzroy, Assistant Attorney-General, opened the case for the Crown.

He said that at about 9.30 a.m., on October 21 last, Ali Mohamed, an Indian constable, was on duty in Argyle-street when he saw a crowd of Chinese standing at a spot, a couple of hundred yards from the Kowloon Hospital.

Investigating, the constable saw the body of an unknown Chinese who was afterwards identified. The man showed signs of having been foully murdered. The head was badly battered while a piece of tape was tied around the lower part of his head, passing through the mouth. This piece of tape was important, continued Mr. Fitzroy, because it had been identified and traced. The tape was passed underneath the man's tongue and tied at the back of his neck.

Partially Strangled
The victim appeared to have been partially strangled. There were other marks on his face which had apparently been inflicted with a pointed weapon. At the side of the road were blood stains, showing that the man had been attacked on the road. Leading from Argyle-street, to where the body was found, were small pools of blood. A big stone also bore blood stains and it was possible that some of the injuries might have been inflicted with this.

Mr. Fitzroy said that the most extraordinary part of the gruesome discovery was that the metal part of a small axe, which had since been identified, was found inside the deceased's trousers. The handle which had also been identified, was picked up some thirty to forty feet away from the body. How the axe-head got inside the man's trousers it was impossible to say. It had been used in the house where the deceased lived.

There was no sign of robbery. The man had had a small amount of money, about 25 cents, and some cigarettes but it did not appear that robbery was the motive for the brutal crime. The Crown, at present, had no satisfactory explanation as to the motive, but evidence would be produced to show that there had been some disagreement between the two prisoners and the deceased.

Two witnesses would be called to identify the axe. With regard to the tape, this had been identified and evidence would be given that it was part of a cord which had been used for pulling a punka in a shop where the two prisoners and the murdered man worked as barbers. The two prisoners were partners, and it would appear that the deceased was also a partner, of a barber shop situated at No. 559, Canton-road, which place was cooled by a punka.

"We have then two sets of things," continued Mr. Fitzroy, "the axe, the handle and the cord, which came from the house where the three men lived."

A Dispute

On October 19, continued Mr. Fitzroy, there was some dispute between the parties with regard to accounts. Nothing serious, resulted from the dispute except that there was a certain amount of disagreement. The following day the deceased decided to speculate in some lottery tickets but before purchasing them he went to a temple and was accompanied by the two prisoners. Sometime between 9 and 10 p.m. the men left the house, together.

At about midnight someone knocked at the door of No. 559, Canton-road. A woman asked who was without and received a reply that it was "Ah Tai," the first defendant. The woman recognised his voice. She heard two people talking and recognised the voice

P'RAPS-P'RAPS NOT!

Clerk in Labour Bureau: "A strong man is wanted for the Lion Laundry. Will that suit you?"
Applicant: "I dunno. I'm ready to do any kind of work, but I don't know that I can wash lions."

"I know we shall be poor, Daddy," said Lillian, nestling her head against his shoulder; "but Jimmy says love will make a way."

"It will," said her father grimly. "It made away with two tons of coal and 25 worth of gas last winter."

A rather proud professional footballer was speaking to a friend about his skill at the game. "When I first started football," he said, "I could be bought for £10, but now ten thousand wouldn't buy me."

"Yes," remarked his friend, "and I am one of the ten thousand."

Brown, the office boy, knocked at the door of his employer's room.

"Well!" said the boss. "Please, sir," said Brown, "the book-keeper kicked me this morning for being late. I ain't goin' to be kicked by no book-keeper!" "Hang it all," thundered the chief, "you don't expect me to do everything, do you? Of course, he kicked you! I can't attend to every detail of the business! Cut along!"

An American visitor, as he strolled into a barber's shop, freely criticised British methods of work, and business.

"You don't specialise," he said; "you should stick to one branch of a thing and master it completely."

The barber said nothing, but lathered his face very liberally, and then sat down to read.

"Well, why don't you shave me?" inquired the American after five minutes.

"We only lather here," was the response; "you must go into the next street for a shave."

Father: "Johnny, I see your little brother has the smallpox. Did you let him have his choice, as I told you to?"

Son: "Yes, father, I told him he could have his choice, the little one or neither, and he took the little one."

Mother (to rescuer): "Are you the man who rescued little Willie?"

Rescuer: "Yes, madam."

Mother: "Then what have you done with his hat?"

"Please, sir, one of those eggs I have just bought isn't any good."

Shopkeeper: "I'm sorry for that, I will change it. Where is it?"

"On the doorstep. It fell out of the basket."

"Why did you strike the post-office clerk?" asked the Magistrate of the man summoned for assault.

"Well, sir, I and him a telegram to send to my girl, and he starts readin' it, so, of course, I ups and gives him one."

Visitor: "Have you a good landlord?"

Tenant: "Excellent, except that he is too inquisitive."

"He is always asking when I am going to pay the rent!"

of the two prisoners, whom she knew well.

At about that time a boy living on the floor above. He would tell the Court that he actually saw the two prisoners. From the time that the deceased went out he was not seen alive again. The two prisoners had gone out with him but had returned alone.

The following day a certain witness, who would be called, inquired about the deceased and the first prisoner made the extraordinary reply, particularly as it was the very next day that "he is dead." A certain amount of enquiry was made about the deceased and on October 30 the first defendant told two different persons that the man had been killed in a motor accident.

Identification
When the body was found, the Police had photographs taken and circulated to all stations for identification. Some of the friends of the deceased saw these photographs and identified the man at once.

Medical evidence was given by Dr. J. E. Dovey, who testified that death was due to multiple fractures, shock and concussion. Witness, in reply to Mr. Fitzroy, said that any injury which might have been caused by the stone, that was produced, was due to the deceased falling on it and not, he thought, by being struck.

Sub-inspector Carill produced photographs of the scene of the crime and Mr. F. Neville plans the case was adjourned.

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LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

M.V. ROMOLO Sails on or about 6th December.
S.S. "VENEZIA" Sails on or about 3rd January.
S.S. "TIMAVO" Sails on or about 22nd January.
M.V. "REMO" Sails on or about 31st January.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "ESQUILINO" Sails on or about 11th December.
M.V. "ROMOLO" Sails on or about 8th January.
S.S. "VENEZIA" Sails on or about 5th February.
S.S. "TIMAVO" Sails on or about 22nd February.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SIBERIA MARU Tuesday, 11th December.
TENYO MARU Wednesday, 23rd January.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
KITANO MARU Saturday, 1st December.
KAMO MARU Saturday, 15th December.

SYDNEY & MELBOURNE via Manila & Ports.
SADO MARU Wednesday, 19th December.
AKI MARU Wednesday, 23rd January.

BOMBAY via Singapore, Penang, & Colombo.
TOMIURA MARU Sunday, 3rd December.
MURORAN MARU Thursday, 13th December.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU Tuesday, 18th December.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU Sunday, 6th December.

NEW YORK AND BOSTON via PANAMA.
ASUKA MARU Wednesday, 12th December.
TAKAOKA MARU Thursday, 27th December.

LIVERPOOL via Port Said, Genoa, Marseilles.
DAKAR MARU Friday, 21st December.

CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU Saturday, 1st December.
CEYLON MARU Monday, 10th December.

SHANGHAI, KOBE & YOKOHAMA.
DURBAN MARU Saturday, 1st December.
GENOA MARU (Moji direct) Saturday, 1st December.

AWA MARU Saturday, 1st December.
KASHIMA MARU Monday, 10th December.

†Cargo only.

Subject to alteration without notice.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore,
Colombo, Suez and Port Said.

ANDES MARU Monday, 10th December.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.

MANILA MARU Saturday, 20th December.
BOMBAY—Via Singapore & Colombo.
SHINNOH MARU Tuesday, 4th December.

INDUS MARU Thursday, 20th December.
SHINGO MARU Sunday, 23rd December.
(Calls at Penang & Kanchi.)

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MONBASA—Via Singapore & Colombo.
CANADA MARU Saturday, 1st December.

CALCUTTA—Via Singapore, Penang & Rangoon.
GANGES MARU Monday, 3rd December.
CELEBES MARU Tuesday, 18th December.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai & Japan
ports.
LONDON MARU (From Shanghai) Friday, 7th December.

MELBOURNE—Via Manila, Brisbane & Sydney.
MADRAS MARU Thursday, 6th December.

SAIGON
HAIPHONG—Via Hanoi & Pakhoi.
MENADO MARU Thursday, 6th December 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
SANUKI MARU Saturday, 1st December.

SHUNKO MARU Sunday, 2nd December.
KEELUNG—Via SWATOW & AMOY.
HOZAN MARU Sunday, 2nd December Noon.

CANTON MARU Sunday, 9th December Noon.
TAKAO—Via SWATOW & AMOY.
DELI MARU Thursday, 13th December, 10 a.m.

TAKAO & KEELUNG
SANUKI MARU Saturday, 1st December.
For further particulars please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKRUCHI, Manager.



SHIPPING SECTION.

LOCAL SHIPPING

TO-DAY'S ARRIVALS AND
DEPARTURES

Tilawa (0,153) British, from
Osaka, Amoy.—Mc. Mackenzie:—
508 passengers, 838 tons general
cargo for Hong Kong, 1,648 tons
(through).

Kalgan (1,550) British, from
Bangkok, Swatow.—B. & S.—11
passengers, 1,402 tons general cargo
for Hong Kong.

Yunnan (1,200) British, from
Canton.—B. & S.—470 tons general
cargo (through).

Szechuen (1,504) British, from
Shanghai, Swatow.—B. & S.—57
passengers, 1,040 tons general cargo
for Hong Kong, 350 tons (through).

Glaucus (4,792) British, from
Liverpool, Singapore.—B. & S.—60
passengers, 1,500 tons general cargo
for Hong Kong, 7,100 tons (through).

Tahimba (3,844) British, from Calcutta,
Singapore.—Mc. Mackenzie:—
1,486 passengers, 1,710 tons general
cargo for Hong Kong, 3,995 tons (through).

Haidis (1,144) British, from Hoihow,
Wo Fat Shing.—147 passengers,
840 tons general cargo for Hong Kong.

Kuichow (1,230) British, from Canton,
B. & S.—1 passenger, 8 tons general cargo for Hong Kong.

Linn (1,856) British, from Canton,
B. & S.—53 passengers, 200 tons general cargo (through).

Golden Peak (5,257) American, from Los Angeles,
Manila—States S.S. Co.—92 tons general cargo,
3,500 tons (through).

Linhow (1,415) French, from Huiphong,
Hoihow—Ping Kee—230 passengers,
1,500 tons general cargo for Hong Kong, 1,200 tons (through).

Ruhr (3,584) German, from Hamburg,
Shanghai.—Jebson & Co.—12 passengers, 2 tons general cargo for Hong Kong, 2,000 tons (through).

Sanuki Maru (3,500) Japanese, from Sourabaya,
Tawao, 20 passengers, 2,265 tons general cargo for Hong Kong, 3,251 tons (through).

Hozan Maru (1,388) Japanese, from Keelung,
Swatow—O.S.K.—27 passengers, 703 tons general cargo for Hong Kong.

Tak Hing (601) Chinese, from Macao,
Hoo Hing Co.—60 tons general cargo for Hong Kong.

Muo Lee (1,200) Chinese, from Canton.—Yue Tai Hong—25 tons beam oil for Hong Kong.

Departures.
For Shanghai—Cheung On.
For Swatow—Wai Shing.

For Macao—Tak Hing.
For Amoy—Seang Bee.
For Singapore—Tuku Maru.

Empress of Canada.
For Bangkok—Halvdan.
For Muntok—Tjikombang.

For San Francisco—Golden Peak.
For Canton—Fooshing, Chip Shing, Szechuen.

For Shanghai—Atsuta.
Yunnan, Empress of France.
For K. C. Wan—Hanoi.

For Hoihow—Borneo.
For Saigon—Solvikon.
For Bangkok—Sandviken.

Clearances.
For Swatow—Deli Maru.
For K. C. Wan—Sun Kong.

Arrivals Departures
British 0 9
Japanese 2 2

Norwegian 0 3
Chinese 2 2
Dutch 0 1

French 1 1
German 1 0
American 1 0

16 19

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, LONDON, STRAITS & SAIGON.

THE Steamship "BENCRACHAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous (Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th December will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 20th December, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th December at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB LIVINGSTON & CO., LTD.

Agents.
Hong Kong, 29th Nov. 1928.

COASTAL MOVES

CHANGES IN SHIPS' PERSONNEL

Captain P. J. Green, of the "Ningpo," is on reserve.

Mr. W. L. Shinn, chief officer, "Shantung," has gone master, "Ningpo."

Mr. E. M. Christie, chief officer, "Changsha," is on reserve.

Mr. E. N. Long has been appointed second officer, "Changsha."

Mr. J. A. Johnson has been appointed sup's second officer, "Hsin Peking."

Mr. D. S. Simpson, second officer, "Hsin Yang," is on reserve.

Mr. H. B. Patrick, acting chief engineer officer, "Wanliu," is on reserve.

Mr. K. E. Wilson, acting third engineer officer, "Suiyang," has gone acting third engineer officer, "Newchwang."

Mr. G. J. Forster, third engineer officer, "Newchwang," has gone third engineer officer, "Suiyang."

Mr. H. S. Luscombe, extra third engineer officer, "Shuntien," has gone third engineer officer, "Hsin Peking."

Captain W. Palmer-Baker, from Home leave, has gone master, "Tingsang."

Captain D. Christie, of the "Tingsang," is on reserve.

Mr. E. Starling, third officer, "Tingsang," has gone second officer, "Fuhwo."

Mr. H. D. Hall, from reserve, has gone third officer, "Tingsang."

Mr. E. Porter, chief officer, "Loongwo," has gone chief officer, "Yatshing."

Mr. C. Fletcher, chief officer, "Yatshing," has gone chief officer, "Loongwo."

Mr. R. J. Hopkins, chief officer, "Fausang," is on Home leave.

Mr. R. A. Bell-Syer, from reserve, has gone chief officer, "Fausang."

Shipping and Engineering.

GERMAN BUILDING

THE DESCHIMAG-SEEBECK AMALGAMATION

At the ordinary general meeting of the G. Seebeck Aktien-Gesellschaft, Wesermünde, held at Bremen under the chairmanship of the managing director, Herr Franz Stapelfeldt, thirteen shareholders with a capital of 2,902,400 marks and 14,512 votes were represented. After the report and accounts for 1927-28 had been read and passed, the amalgamation contract between the Deschimag and the Seebeck company was brought to the notice of the meeting.

According to this document the Seebeck A.-G. goes over as a whole to the Deschimag, with, however, the exclusion of liquidation. The Deschimag guarantees to the former Seebeck shareholders an equal amount of Deschimag shares for their Seebeck shares, that is to say, for five Seebeck shares of a nominal value of 200 Reichsmarks each, one Deschimag share of the nominal value of 1,000 Reichsmarks. The exchange takes place free of cost and stamp duty to the Seebeck shareholders. In connection with this fusion, the Deschimag does not propose to make any increase in its capital.

After the reading of the contract the wish was expressed on behalf of the Seebeck family that the name Seebeck should be retained as such for the absorbed shipyard. The chairman declared the readiness of the Deschimag to accede to this request. The yard which they had just taken over, he said, would be added both as to staff, men, machinery and equipment to the Tecklenburg yard at present closed down—and would be known and would sign as "Deschimag, Werk Tecklenburg-Seebeck."

The meeting then unanimously approved the proposed fusion.

MOVEMENTS OF STEAMERS

The P. & O. Co.'s (Chartered) s.s. "Telawny" left Singapore for this port on Nov. 25, and is due here on Dec. 3 at about 6 a.m.

The P. & O. s.s. "Karmala" left Shanghai for this port yesterday at 2 a.m., and is due here tomorrow at about noon.

The C.R.S. R.M.S. "Empress of Russia" arrived at Yokohama yesterday at 4 p.m., left Yokohama today at 8 a.m., and is due at Hong Kong on Dec. 6 at a.m.

The M.V. s.s. "Ceylon" (Swedish East Asiatic Co., Ltd.) left Dunkirk on Nov. 15, and is due here on or about Dec. 24.

NAVAL MOVES

"HERMES" SOUTHERN CRUISE BEGINS

THE JAPANESE VISIT

Her departure having been delayed since Monday by the typhoon which passed over the Philippines, H.M.S. "Hermes," the aircraft carrier, left this morning on her southern cruise, the first port of call being Jesselton in North Borneo.

H.M.S. "Iroquois," a surveying vessel, arrived this morning from Sandakan. H.M.S. "Herald," another surveying ship, arrived yesterday.

H.M.S. "Magnolia," a sloop, has arrived at Amoy.

H.M.S. "Petersfield" left Shanghai yesterday for Hong Kong.

H.M.S. "Suffolk," of the 6th Cruiser Squadron, left Kobe yesterday for Shimizu, on her cruise in Japanese waters.

MARINE COURT

SEVERAL DELINQUENTS BEFORE THE MAGISTRATE

At the Marine Court this morning, Sit Hok, master of the motor schooner "Kai Toki Maru" was, before Comdr. J. B. Newell, D.S.O., R.N., charged with certain infringements of the harbour regulations and was fined \$25 on each of four charges with the alternative of a month's jail with hard labour.

The mistress of a cargo boat, carrying 14 passengers contrary to the regulations of her licence, was fined \$14 and another mistress, charged under a similar offence, was fined \$9.

The master of a passenger boat was fined \$10 for carrying dried vegetables.

Mayor's Gift



"Lindy" was a citizen of the Northern Ontario Woods. He is now a citizen of the United States although he has not taken out many papers. He chews every paper he sees. The gift of Mayor Houdes of Montreal, to Mayor Jimmie Walker of New York "Lindy" as Mr. Walker named him, was the first shipment to be handled by the Canadian Pacific Express Company, on its daily Montreal-New York air service. What he thinks of this pioneer air service has not been recorded, but Canadian Pacific officials who greeted him at the New York end state that he was in fine fighting fettle on arrival. Several hundred pounds of other express matter accompanied him.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928-1929.

STEAMERS	Leave Hong Kong	Leave Shanghai	Leave Kobe	Leave Yokohama	Arrive Vancouver
EMPRESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPRESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPRESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPRESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPRESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPRESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPRESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPRESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPRESS OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPRESS OF RUSSIA	June 20	June 23	June 26	June 28	July 7
EMPRESS OF ASIA	July 10	July 13	July 16	July 18	July 27

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HOME FOR THE HOLIDAYS.

"EMPRESS OF CANADA"

via SINGAPORE-COLOMBO-PORT SAID.

Leave	Arrive	Leave	Arrive
Singapore	December 2	Colombo	December 6
Colombo	December 5	Port Said	December 10
Port Said	December 10	Plymouth	December 23

HONG KONG-MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Dec. 21	Dec. 23	Dec. 21	Dec. 23
Jan. 11	Jan. 13	Jan. 11	Jan. 13

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BRITISH WUCHOW LINE

NOV.-DEC. SAILINGS.

DEPARTURE HOURS.

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

FRI. 30th NOVEMBER.

DEC. 1st

WED. 5th DEC. 21st

MON. 10th DEC. 26th

SUN. 16th DEC. 31st

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

TUES. 27th NOVEMBER.

DEC. 1st

SUN. 2nd DEC. 18th

SAT. 8th DEC. 23rd

THURS. 13th DEC. 29th

For information apply to

KWONG WING Co., Ltd.

87, Connaught Road, West.

Sport Columns

MID-WEEK SOCCER

BORDERERS DEFEAT SMALL UNITS

RESERVES LOSE TO QUEEN'S

Several league football matches were played yesterday, two in the H.K. Football League and three in the Mid-Week League, resulting as follows:—

Division I
2nd K.O.S.B. 2 Small Units 0
Division II
1st Queen's Regt. 4 2nd K.O.S.B. 1
Mid-Week League
South China 2 Hung Kwei 1
Police 1 P.W.D. Chinese 0
Lam Long 1 Ewo Chinese 1

Borderers' Victory
Reeves scored both goals for the 2nd Batt. King's Own Scottish Borderers against Army Small Units at Sookumpoo, both in the second half.

The winners' shooting was erratic before the change of ends chances went begging towards the finish.

A centre by Alexander made the opening for the first goal and the second came after a corner kick.

First Defeat
Neither side having been defeated, the reserves of 1st Batt. Queen's Royal Regiment and of 2nd K.O.S.B.'s met yesterday at Chatham-road, the Borderers' colours being lowered.

Barras scored the losers' only goal after 10 minutes' play. In the second half Evans, Thurlow and Eady (2) got through for the winners.

South China v. Hung Kwei
On the ground of Chinese Athletic, Hung Kwei School lost to South China in the Mid-Week League after their best display so far. The score was 2-1. All goals came in the second half, the marksmen being Tong Kwan and Lo Chai-wan (South China), Wong Kam-fook (Hung Kwei).

Police v. P.W.D.
Fielding a strong side on St. Joseph's College ground, the Police defeated the Chinese of the Public Works Department by a solitary goal scored by McEwan five minutes after the start. The winners' hustle put the losers off their game.

Lam Long v. Ewo
Chan Wing-kwong gave Ewo Chinese the lead until half time in the match, also on the Athletic ground, against Lam Long Wan King. Chan Yui-kwai equalised by a shot which went through a bunch of defenders before entering the goal.

Saturday's Games
The following have been selected to represent the Kowloon 1st XI v. Small Units on Sookumpoo ground on Saturday, kick-off at 4.15 p.m.:—Angus; Guest, Pile; Hedley, McKelvie, Easterbrook; Clemo, Miles, Spary, Hayes, Baldwin. Reserves—Moss.
The following have been selected to represent the Kowloon Res. v. South China B. on South China ground on Saturday, kick-off at 2.45 p.m.:—Angus; Moore, Hast; Nicholls, Robson, Dunnett; Hannan, Davies, King, Blacklock, Eastman. Reserves—White, Seddon, Morgan.

TORQUAY THROUGH

GILLINGHAM BEATEN IN CUP MATCH

London, Yesterday.
In the Cup replay Torquay beat Gillingham by five goals to one.—Reuter.
Torquay, at home, now meet Exeter in the second round.

LAWN TENNIS

In the lawn tennis mixed doubles championship of the Colony, promoted by the Chinese Recreation Club, H. Lo and Miss Luard defeated B. W. and Mrs. Bradbury by 6-3, 2-6, 6-2 yesterday at the Craigengower Cricket Club.

BARDLEY'S VIEW

ON SELECTION OF ENGLISH TEAM

WEAK BOWLING?

The English cricket team could have been considerably strengthened by the inclusion of Frank Woolley, Fender, Jupp and Clark. Fender's all-round ability is invaluable to any team. He is what I term a brainy cricketer. Like Woolley, he is a good forcing batsman who can "have a go" at the bowling when the wicket is not the best, or when it is desirable that a bowler should be knocked off a length.

Fender is a very useful bowler to have on one's side when playing in Australia. Unlike most bowlers, he has the ability to swerve the ball, even under Australian conditions, and at times to turn it quite a good deal. He is very quick to observe a weakness in a batsman's play.

Our Worst Attack

Jupp's style of play would have brought him plenty of runs in this part of the world, and he would have made an excellent stock bowler.

Whilst in England with the last Australian cricket team I was greatly impressed by Clark's bowling.

Our Australian wickets suit his style of bowling admirably. Frank Foster, who was so successful in Australia in season 1911-12, was a similar type of bowler, and he got wonderful pace and nip out of our hard wickets. I feel quite confident Clark would have done likewise.

The M.C.C. team is the weakest bowling combination that has yet left England.—Warren Bardsley in the "Daily Dispatch."

BOWLS

GOVT.-HOUSE PARTY AT RECREIO

H.E. the Officer Administering the Government and a party of bowlers were the guests at the Club de Recreio yesterday when the visitors won on all rinks with 27 shots in hand.

At the close of the game His Excellency thanked the convener, Mr. C. M. S. Alves, for the very pleasant game provided by the Club de Recreio—and for permitting Government House to win! (Laughter). Cheers were called for the home team and heartily reciprocated.

Teams and scores were:—
Club de Recreio Govt. House
A. E. Alves F. Sutton
F. X. Soares H. B. L.
Dowbiggin
C. M. S. Alves G. Edwards
G. G. Ozorio W. Russell
(skip) 11 (skip) 21
G. G. Alves L. J. Davies
C. Ribeiro Commodore J. L. Pearson
A. Lopes H.E. the O.A.T.G.
L. A. Gutierrez A. M. Holland
(skip) 11 (skip) 20
C. F. Vas Capt. A. J. L. Whyte
J. M. Rpsario E. W. Carpenter
Silva J. L. Shellshear
A. H. Basto J. Deakin
(skip) 12 (skip) 20
Total 34 Total 61

SNOOKER

In the second round, yesterday, of the Palace Hotel snooker championship, F. E. Silva beat E. A. dos Remedios by 201 (64, 57, 80) to 86 (27, 27, 32). Silva's best break was 21.

J. Wicheil, who had breaks of 22, 17 and 16, beat H. J. White by 201 (77, 59, and 65) to 80 (26, 30, 34).

The matches down for to-day are:—
6 p.m.—C. Sinn v. A. Lewis.
9 p.m.—C. Earnshaw v. H. G. White.

INSP. CLARK

A WELL-KNOWN POLICE OFFICIAL INVALIDED

18 YEARS' SERVICE

Inspector John Robertson Clark, a popular member of the Hong Kong Police Force, has been invalided out of the Force and will leave for Home on Saturday.

"Jock," as he is popularly known among his colleagues, arrived in the Colony in July, 1910, and since then he has been in continuous service with the Force except for four years, between 1915-1919, when he was on active service in the War. His promotion on returning from the War was rapid, and at the time of his retirement he was Divisional Inspector at West Point.

Inspector and Mrs. Clark and family will take away with them the best wishes of a large circle of friends for a long and happy retirement in the Homeland.

MOTOR ACCIDENT

UNFORTUNATE AFFAIR ON CASTLE PEAK-ROAD

WOMAN TAKEN TO HOSPITAL.

Mr. Rooney, a warder of the Lai-chikok Prison, reported a motor accident to the police yesterday afternoon.

He was driving motor car No. 2105 along the Castle Peak-road with Mr. Peplow, of the P.W.D., as a passenger, at the time of the accident. When opposite the Tainwan Police Station, Mr. Rooney slowed down with the intention of turning the car round. As the car swerved, it knocked down a Chinese woman, who was carrying two baskets on a pole. The force of the impact caused the pole to go through the windscreen of the car, and the glass was shattered.

Mr. Peplow was injured in the right hand by a fragment of the broken glass, when he put up his hands to save his face. Mr. Rooney escaped injury.

On leaving the car to investigate, Mr. Rooney found that the Chinese woman had been injured in the back, and he immediately removed her to the Kwong Wah Hospital in his car. On medical examination, the woman's injuries were found to be of a serious nature, and she was detained at the hospital.

KOWLOON 'BUSES

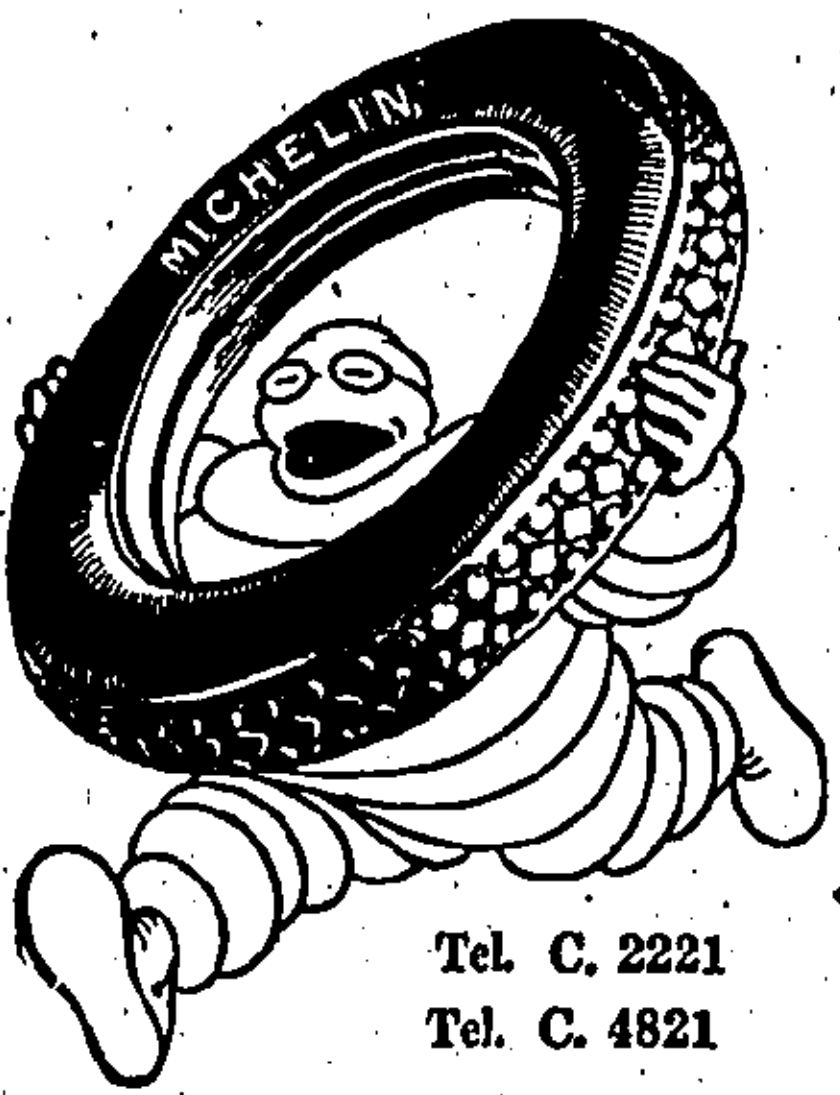
ALLEGED FAILURE TO RUN TO SCHEDULE

The proprietor of the Kowloon Motor Bus Co., was charged, before Mr. E. W. Hamilton at the Kowloon Magistrate's yesterday, with failing to run his vehicles to schedule, as approved by the Captain Superintendent of Police.

Mr. F. H. Loseby, who appeared for the defendant, pleaded "not guilty." He said that the regulations must be reasonable as it was impossible for the proprietor to run the buses to schedule.

In evidence, Sub-Inspector Nicol stated that on Nov. 5, at 5.45 p.m., he went to the Star Ferry and saw Mr. J. V. Panizzi and Mr. G. Forder, who were waiting for a bus to Kowloon Tong.

Witness waited until 6.07 p.m. and on there being no buses to Kowloon Tong, the two gentlemen were given a lift in witness' car. Continuing, witness said that he had seen the regulations as issued by the C.S.P. requiring a regular ten minutes service to Kowloon Tong. The case was adjourned.



Tel. C. 2221
Tel. C. 4821

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/- 1/4
Bank, on demand	2/- 5/16
Bank, 30 days' sight	—
Bank, 4 months' sight	2/- 1/4
Credits, 4 months'	—
Documentary 4 months'	2/1 1/4
sight	2/1 1/4
On Paris—	
On demand	1257 1/2
Credits, 4 months'	—
sight	1332 1/2
On Berlin—	
On demand	—
On New York—	
On demand	49%
Credits, 60 days' sight	50%
On Bombay—	
Wire	134%
On demand	134%
On Calcutta—	
Wire	134%
On demand	134%
On Singapore—	
On demand	86%
On Manila—	
On demand	98%
On Shanghai—	
On demand	77%
30 days' sight (private	—
paper)	—
On Yokohama—	
On demand	106 1/2
Gold Leaf, 100 fine	—
(per taol)	—
Sovereigns (Bank's	—
buying rate)	9.55
Silver (per oz.)	26 11/16
Bar Silver in Hong	—
Kong	4% prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native In-	—
terest	7% p.a.
Chinese Sub. Coin	31 1/2% dis.
Hong Kong Sub. Coin Par	—

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.10
New York	4.85 7/32
Brussels	34.89
Geneva	25.18
Amsterdam	12.07 1/2
Milan	92.55
Berlin	20.35
Stockholm	18.14
Copenhagen	18.19
Oslo	18.19
Vienna	34.515
Prague	163%
Helsingfors	192%
Madrid	80.085
Lisbon	108%
Athens	375
Bucharest	806
Rio	5 29/32
Buenos Aires	47 15/32
Bombay	1/6 1/32
Shanghai	2/7 1/2
Hong Kong	2/0 1/4
Yokohama	1/10 23/32
Silver Spot	26 11/16
Silver Forward	26 1/2
—British Wireless Service.	

Hull Corporation Telephone Committee have decided to purchase £350 worth of German-made cable because it was cheaper than British.

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"Battersby"

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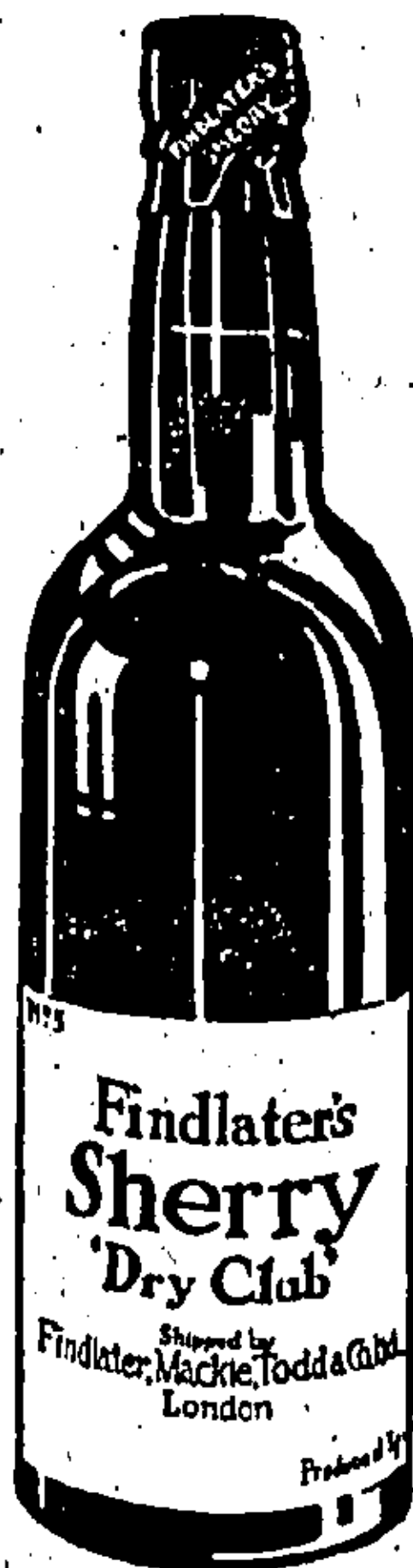
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Distributors—GILMAN & CO., LTD.

DISAPPEARED

An extraordinary incident was mentioned to Mr. E. W. Hamilton yesterday, when Sergt. Clark stated that a prisoner, who was charged with the larceny of several articles of clothing, disappeared from the dock on Tuesday. The man is still at large.

Prints sold at Sotheby's recently realised £2,632.

WURM'S "STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

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BRINGING UP FATHER.



WORLD NEWS IN PICTURES.

In Mayfair Society



Mrs. A. C. Edmonstone, daughter of the late Mr. Marshall Field of Chicago, and her baby. She is the wife of the Hon. A. C. Edmonstone, the heir of Lord Edmonstone, and is a popular matron in London society.

Church Wrangle



"Dismissed from membership in the Christian Science Church years ago, Mrs. Della M. Gilbert (above), of Burlington, Vt., has announced that she will seek the position made vacant by the death of Mrs. Mary Baker Eddy. She is opposed by adherents of the late founder," says a news agency.

Widow of Lt.-Comdr. Macdonald



Mrs. H. C. Macdonald, whose husband, Lt.-Comdr. H. C. Macdonald of the British Royal Navy, attempted to fly the Atlantic in a tiny Moth plane and disappeared. She is seen with her small son, Ian. The intrepid airman was a "Hong Kong boy."

To Wed Guards Officer



"Teddy" Gerrard, the American actress, who picked up a motor accident victim outside the gateway of her home near London and nursed him back to health. He was Captain Archie Grant of the Grenadier Guards. Now they're engaged to be married.

Trafic Vibrations Collapse



A pathetic scene following collapse of a house in Paris which killed 80 persons. The father of a young workman on the building is seen giving his fatally injured son sips of brandy to aid him to endure the pain caused by an iron girder across the chest. Traffic vibrations are alleged to have caused the collapse.

Famous in London



Al Jolson, whose "talking" film "The Jazz Singer," took London by storm.

Famous Dancer in a New Role



Mrs. Carlos Ortiz-Basualdo who, as Leonora Hughes, the beautiful partner of Maurice Mower, danced before Kings and Queens, is seen above with her husband and two-year-old son, Carlos.

Cowgirl's Stunt



Alice N. Slaty, a rodeo cowgirl, in a stunt in front of New York's City Hall.

Three Famous Sisters



The famous Langhorne sisters of Virginia, Mrs. Charles Duns Gibson (left), Mrs. Robert H. Brand and Lady "Nancy" Astor, M.P. Taken during Lady Astor's visit to her home.

In Jail for Atheism



Charles Smith, President of the American Association for Advancement of Atheism, is shown behind bars in jail, after he had refused to pay a fine of \$424.00 imposed as a result of his speeches against the proposed anti-evolution law.

INFORMATION WANTED

FOR THE
1929 ISSUE OF THE

DOLLAR DIRECTORY

FOR
SECTION II.

ASSOCIATIONS, CLUBS, CHURCHES,
MISSIONS, GOVERNMENT OFFICES,
HOSPITALS, SCHOOLS & COLLEGES.

SECTION III.

BUSINESS HOUSES' LIST.

SECTION IV.

PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

SECTION VIII.

LADIES' LIST FOR KOWLOON.

SECTION IX.

PEAK RESIDENTS' LIST.

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8 Museum Road, Shanghai

"THE KING OF KINGS"

DE MILLE'S STUPENDOUS PRODUCTION
NOTABLE FILM

Cecil B. de Mille's stupendous production, "The King of Kings" is still continuing to draw crowded houses at the Queen's Theatre and will be screened there until Saturday.

There is a studious avoidance of "Hollywood tricks" in this great picture except for what is unavoidable, as in his appearances after the resurrection and it would be a very cantankerous critic who could find fault with so beautiful and impressive a device. All through the story those scenes appear specially to have been chosen in which no "trick" would be needed. And how exquisite some of these scenes are—the opening of the eyes of the blind child, the purging of Mary Magdalene (some little trickery here with the Seven Deadly Sins, but to be applauded—not condemned), the woman taken in adultery. It is impossible to speak too highly of the beauty with which each and all of these are presented. Nor need anyone fear a falling off as the end is neared, the Last Supper, Christ robed and crowned and mocked by the soldiers, the Way of the Cross, the crucifixion, resurrection and ascension. There is neither haste nor scumpling; there is no trace of false sentiment or rhetorical appeal; nothing but the simple, poignant facts of the Gospel story so presented as best to enable them to speak for themselves. Owing to its great length only three performances a day are possible and these commence promptly at 2.30, 6.00 and 9.15.

JACKIE COOGAN

IN STIRRING PICTURE
AT THE WORLD

Jackie Coogan has now forsaken his boyish type of role and appears in the interesting part of a brave bugle lad in his latest production "The Bugle Call" which will be screened at the World Theatre from to-day to Saturday. The early west and trials of the pioneers are vividly depicted in this splendid picture where intrigue, heart-throbs, heroism and a thousand exciting moments play about the life of a boy who faces death to save the defenders of a frontier post from being massacred. A brilliant rescue and an unexpected climax make this one of the best of Jackie's films. Claire Windsor and Herbert Rawlinson introduce a charming romance against the more serious theme of the picture.

"DON'T TELL WIFE"

DELIGHTFUL COMEDY
DRAMA AT STAR

"Don't Tell The Wife" an intriguing comedy drama comes to the Star Theatre to-day where it will remain the chief attraction until Saturday. This whimsical story concerns itself with the dramatic and disturbing arrival of a beautiful young blonde at the home of a couple who are celebrating their wedding anniversary. The wife's attempts in keeping her husband from falling in love with his latest fancy affords quite a number of piquant situations which have been cleverly directed to give the utmost effect. Everything is straightened out finally, however, in a thoroughly satisfying climax. Irene Rich and Huntly Gordon are the leading players and are supported by a well chosen cast of players including Lilyan Tashman and Otis Harlan.

Charles Stanley Thornton, alias Wilson, aged 40, was sentenced at Pontefract (Yorkshire) Quarter Sessions recently to three years' penal servitude for breaking open an ornery box at All Saints' Church and stealing 5½d. He had four previous convictions for similar offences.

The death recently occurred at Carlisle of Mr. Lamingham Hall, aged 87, an authority on coursing, who witnessed the Waterloo Cup contest 70 times.

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CHRYSLER
MOTOR CARS

A "BREEZE"

(Continued From Page 1.)

Put in Writing

Replying to Mr. Jenkin, Mr. Moosa said that he never checked the contents of the safe with Mr. Tsang On-wing. Also, during his eight years' custodianship of the safe, he could not remember that its contents had ever been checked.

Mr. Jenkin: When did you first recollect this highly interesting story which you told the Court to-day in answer to Mr. Sheldon?—On Jan. 21.

Witness was then in the office, at his desk. Mr. Black came up and mentioned Yeo's name to witness and then witness recollected the episode vividly. Later, witness walked up to Mr. Black's desk and told him about what he saw. Mr. Black could not understand witness and told him to put the statement on paper, which he did. Witness did not see that paper again until this morning.

Second Incident

At Mr. Jenkin's request, Mr. Moosa produced the paper from an inner pocket of his coat.

After reading the paper, Mr. Jenkin said that it referred to the first of the two incidents recounted by the witness and asked him why he did not tell about the second incident of having seen Yeo at his desk with Mr. Tsang On-wing's cheque book?

Witness said that he did not recollect it then.

Asked when he first recollected this particular incident, Mr. Moosa said it was when he heard of Yeo's arrest in Shanghai, in July or August of this year.

Replying to another question, witness said that he did not tell Mr. Hazlerigg that Yeo had Tsang's cheque book on his desk. He merely said that there was a cheque book on Yeo's desk.

"Big Treasury Book"

Mr. Jenkin: You told us to-day and Mr. Hazlerigg yesterday morning that you said to Yeo: "Oh, you've got Tsang's cheque book."

Mr. Moosa: I said so because it resembled Mr. Tsang's book, but I cannot say if it was or not.

Asked when he first communicated the second incident to anyone, Mr. Moosa replied: "Yesterday morning, to Mr. Hazlerigg."

Mr. Jenkin then read a copy of Mr. Moosa's statement to Mr. Hazlerigg as follows:—

"I once saw a cheque book on the defendant's desk. It was one of the big Treasury cheque books."

Mr. Moosa: I said it resembled one of the Treasury books, perhaps Mr. Hazlerigg took it down in another way.

"Hello," Not "Oh"

Proceeding, Mr. Jenkin read: "I walked by. This was in office hours. I spoke to him (Yeo) as I passed. I said: 'Oh, you have got Mr. Tsang's cheque books.'"

Mr. Moosa agreed with the statement as read by Mr. Jenkin, except that he spoke to Yeo when he saw the cheque book. Also, the exclamation he used was "Hello" and not "Oh."

Replying to further questions, Mr. Moosa said that Yeo had no right to touch any of the cheque books and certainly he had no right to have one on his desk or in his possession.

Mr. Jenkin: For all you knew that book which you saw might have been the book which was supposed to be in your safe-keeping in the safe—I do not know whether it was or not.

You agree that it might have been?—Yes.

Yet you did nothing about it?—No.

Order of Seniority
Witness said that he did not tell either Mr. Tsang, or Mr. Black, or Mr. Cheung about what he saw. Neither did he look into the safe to see if the reserve cheque book was there.

Mr. Jenkin: I put it to you that your story is an absolute fabrication?—No.

Jurors' Questions
In reply to Mr. J. M. Alves (a member of the jury), Mr. Moosa said that he had not been examined by the Police during the investigation of the case.

tion of the case. Mr. King did not ask him for any information and never put any question to him.

Mr. John Arnold (another juror) asked witness if he looked the safe during time-time and Mr. Moosa replied in the negative.

Mr. J. P. Braga (also of the jury) said that it is important that the date of the incident reported by Mr. Moosa should be known. Witness replied that he could not recall the date.

Mr. J. M. da Rocha asked witness why he did not report on Jan. 18 when there was a commotion.

The latter replied that he forgot until Mr. Black asked for Yeo's address.

Mr. Black Recalled

At the request of Mr. Braga, Mr. T. Black (Treasury accountant) was recalled. Mr. Braga asked Mr. Black how he recalled Mr. Moosa's report with his (Mr. Black's) previous statement that neither he nor any other member of the staff had seen accused remove any cheque book from the safe during Nov.-Dec., 1927. Mr. Black said he did not appreciate the full value of Mr. Braga's question at the earlier stage of the trial.

Mr. da Rocha questioned Mr. Black as to why he put Mr. Moosa's report in his desk instead of handing it to his superior officer. Mr. Black replied that he had told Mr. Messer and the Police and had heard nothing more about it.

Mr. Jenkin also questioned Mr. Black about the keeping of clerks' addresses.

JAPAN & BRITAIN

SPEECHES AT CORONATION DINNER

COLONY'S FRIENDSHIP

At a dinner held on November 16 at the Hong Kong Hotel in celebration of the coronation of H.I.M. the Emperor of Japan, Mr. Y. Murakami the Japanese Consul-General said:—

Your Excellencies, My Colleagues and Gentlemen,

On the 10th of this month, ceremonies of the Enthronement of His Imperial Majesty the Emperor were performed in my country amid the most enthusiastic cheers of the entire nation; the ceremonies being first to inform the sacred spirit of the ancestor of the Imperial blood and then to declare to the public of the accession to the throne.

Four days later, ceremonies of thanksgiving were served by the Emperor himself to the spirits of the Imperial forefathers and others whose meritorious services have kept up Japan to the present stage. And on this day state banquet is being started in celebration of the enthronement.

Such being the occasion, I deem it an exceptional privilege for me to have the company of the distinguished and representative personages in Hong Kong from the highest, His Excellency the Officer Administering the Government, and I esteem your company as a living token of the friendship which exists between Japan and the country you represent or belong to.

His Majesty the present Emperor is not quite a stranger to Hong Kong. He called at this port in March, 1921, on his way to England and other European countries, where he was most warmly welcomed by the Courts, Governments, and peoples, and particularly by Their Majesties the King and Queen of the United Kingdom, to our fresh and happy memories.

The aspiration of present Japan is to promote her national prestige and prosperity, on the one hand, and to contribute to the maintenance of international peace and universal welfare, on the other hand.

In attaining this desired end, she may meet with many difficulties in either commerce, industry, finance, culture, defence, and politics.

But, I feel personally assured that whatever the difficulties may be, she will overcome them, as her ancestors and fathers have succeeded.

In so saying, I may recount in this respect, on the one hand, upon the virtue and power of the reigning Emperor who is blessed with wisdom, benevolence, and courage as is symbolized in the sacred treasure, and, on the other hand, upon the characteristics of the nation such as ceaseless efforts to further learn new ideas, willing self-sacrifice to the cause of general welfare, and the unity of strength centered in the throne.

If I am allowed to tell you frankly it is Japan's ambitious aim to do her utmost not only for her sake alone but also for the general welfare of mankind by strengthening her friendly relations with all Powers and nations.

I venture to say that she is realizing her duty to reciprocate some day the Western countries for their encouragement, assistance, and goodwill, as well as the advanced civilization, accomplished culture, and reformed social and political system, which Japan has availed for her development in the past.

She is participating to originate something helpful to the human race in the field of Science, Art, Culture and civilization in general.

She is studying the Oriental and Occidental civilizations so as to enable more easily the meeting of the East with West. There is, indeed, no greater pleasure for us all than to see friendship tightened among all the Powers, and it is with my great pleasure that I sincerely appreciate your friendly association with us, Japanese, in celebrating the Enthronement.

Friendship

My pleasure is further great when I think of the historical and traditional friendship between Great Britain and Japan.

I feel safe in saying that this friendship and mutual co-operation in the keynote in keeping the Far East—consequently the whole world—peaceful.

There is no other eloquent evidence of the unity and bond of unity between these two Powers than a reference made by His Majesty the King in his speech on the opening of Parliament in which His Majesty graciously referred to the Coronation of His Imperial Majesty, wishing him a long and glorious reign and defining the close relation between Great Britain and Japan as a potent factor in the maintenance of peace in the Far East.

This was reiterated by the Right Honourable the Premier, Mr. Stanley Baldwin, in his speech at Lord Mayor's banquet, and has been echoed and manifested in Hong Kong in the most impressive and cordial manner.

I must confess, on this occasion, that it is beyond my power to express how deeply we Japanese are impressed with your friendly regards to our Emperor and his nation, and how deeply we are cherishing our thankfulness and intimacy to the August Sovereign of the British Empire.

Your Excellencies and Gentlemen, With this sentiment at heart, I have the honour to propose the toast of His Majesty the King of Great Britain, in whose colony of Hong Kong we are residing peacefully, either as his faithful subjects or as the nationals of his friendly Powers. Gentlemen, His Majesty the King.

A.O.G. Replies

His Excellency the Officer Administering the Government, Hon. Mr. W. T. Southern, said:—

I thank you, Mr. Murakami, for the graceful words in which you have proposed the health of His Majesty the King who, like your own beloved Emperor, sits enthroned in the loyal hearts of his people. And now, gentlemen, I have the honour to propose the toast of His Imperial Majesty the Emperor of Japan. We celebrate to-day the formal act of enthronement of His Imperial Majesty, that act which corresponds to the coronation of our own sovereign, and no one who has read the accounts of what has been happening in Japan can have failed to realize the fervent loyalty of the Japanese people to their Emperor.

Gentlemen, all those who know anything of Japan and especially those of us who have been privileged to visit that country realize the intense spiritual force which is energizing the Japanese people and inspiring them with visions of future greatness. Their progress since the middle of the last century is perhaps

the greatest wonder of the world. They advanced from the Middle Ages to the Twentieth Century almost in a decade; at one bound they leaped from the obscurity of small self-centred island people to take their place as honoured allies of the Great Nations of the World. We are left breathless with wonder at the rapidity of their progress, and through all the disruptive elements of their great upheaval there ran one steady impulse, and one binding tie, their intense affection for their country and their loyal devotion to their Throne.

The Awakened East

The Japanese Nation stands before us, gentlemen, as a living example of the awakened East, and it was but natural that the Island Empires of East and West should be drawn together by the affinity of their common problems forced on them by their geographical positions. Allies now for many years, we pray for the continuance of that Anglo-Japanese friendship which we regard as a bulwark of peace in the Eastern World; so, too, we pray that divine wisdom may guide and direct the actions of him who is the spiritual and temporal head of the Japanese Nation.

With all the ceremony which rightly belongs to an ancient and solemn rite His Imperial Majesty's accession has now been announced to his people, and on behalf of the Colony of Hong Kong I offer our heartfelt wishes that His Imperial Majesty may enjoy a long, prosperous and peaceful reign, secure in the affection of his loyal subjects.

Gentlemen, I give you the toast of His Imperial Majesty, the Emperor of Japan.

Those Present

Among those present were:—His Excellency the Officer Administering the Government, Hon. Mr. W. T. Southern, C.M.G., H.E. Major-General C. C. Luard, C.B., C.M.G., Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., Hon. Sir Shon-Son Chow, Kt., Hon. Mr. H. T. Greasy, C.B.E., Hon. Mr. C. McI. Messer, O.B.E., Hon. Dr. R. H. Kotewall, C.M.G., J.L.D., Hon. Mr. A. C. Llynes, Mr. A. E. Wood, Comdr. J. B. Newill, R.N., Hon. Mr. R.A.G. North, Mr. W. W. Hornell, M.A., C.I.E., Capt. A. J. L. Whyte, R.E., Mr. R. Scott, Hon. Mr. J. Owen Hughes, Captain A. Q. F. Johnston, Mr. T. G. Wooll, Mr. Li Yau Tsau, Sir Robert Ho Tung, Mr. C. G. Alabaster, Mr. W. J. Carrie, M.A., Captain G. Hopwood, C.B.E., Captain M. E. J. Maxwell-Scott, D.S.D., Colonel Skinner, Mr. Cerveira d'Albuquerque, Mr. M. J. Quint, Mr. B. Valerio, Mr. A. Prade, Mr. F. Bonachea y Romero, Mr. B. Gallardo, Mr. H. Gipperich, Mr. J. M. Alves, Mr. Sverre Berg, Mr. H. Basto, Mr. J. T. Bagaran, Mr. J. M. da Rocha, Mr. Gonzales de Bernedo, Mr. A. Botelho, Mr. J. C. Alognasschi, Mr. G. Van Wylick, Mr. S. Kinoshiya, Mr. J. W. Abe, Mr. H. Mori, Mr. S. Aikawa, Mr. T. Matsunaga, Mr. K. Nakatani, Mr. M. Kitayama, Mr. T. Hirakawa, Mr. T. Okamoto, Mr. M. Nonomura, Mr. T. Yamamoto, Mr. T. Takehara, Mr. Harold Shantz (American Consul).

IN OTHER PLACES

CHRONICLES FROM JAPAN
TO JAVA

A large number of thermos flasks were among the booty seized by searchers of the Japanese Boycott Committee, with other Japanese goods including clothes, cloth, piecegoods, eatables, and miscellaneous articles.

According to the "Shunpao," the British authorities in Peking deny any knowledge of a Japanese report to the effect that British capitalists have expressed their preparedness to make a loan of \$15,000,000 for the completion of the Canton-Manzhou Railway.

The Rev. J. M. Hoover and Mrs. Hoover have arrived in Singapore from Sibiu, Sarawak, and bring news that that town, which was almost entirely destroyed by fire some time ago, is being rapidly reconstructed by the Sarawak Government with substantial, fire-proof buildings.

In the course of a letter to the Chinese Ratepayers Association, the Bureau of Public Health for Greater Shanghai suggests that negotiations should be opened with the Municipal Council for the appointment of veterinary surgeons to examine meat from the Municipal slaughter houses and suggests that Mr. Wang Shao-lin, a D.V.S. from the United States, be stationed in the Settlement for this specific purpose.

Among the distinguished guests at the Armistice dinner in Singapore was Lieut. Col. Sir Harry Moorhouse, C.M.G., D.S.O., formerly Lieut. Governor of Southern Nigeria, who was passing through Singapore on his way back to England from the Solomon Islands, where he has been engaged on a mission of enquiry for the Colonial Office. While in Singapore, Sir Harry Moorhouse is the guest of the G.O.C., Major-General Sir C. C. van Straubenzee, with whom he served in the Royal Artillery many years ago.

PAUL WHITEMAN

DANCE RECORDS

AND

SELECTIONS

AT

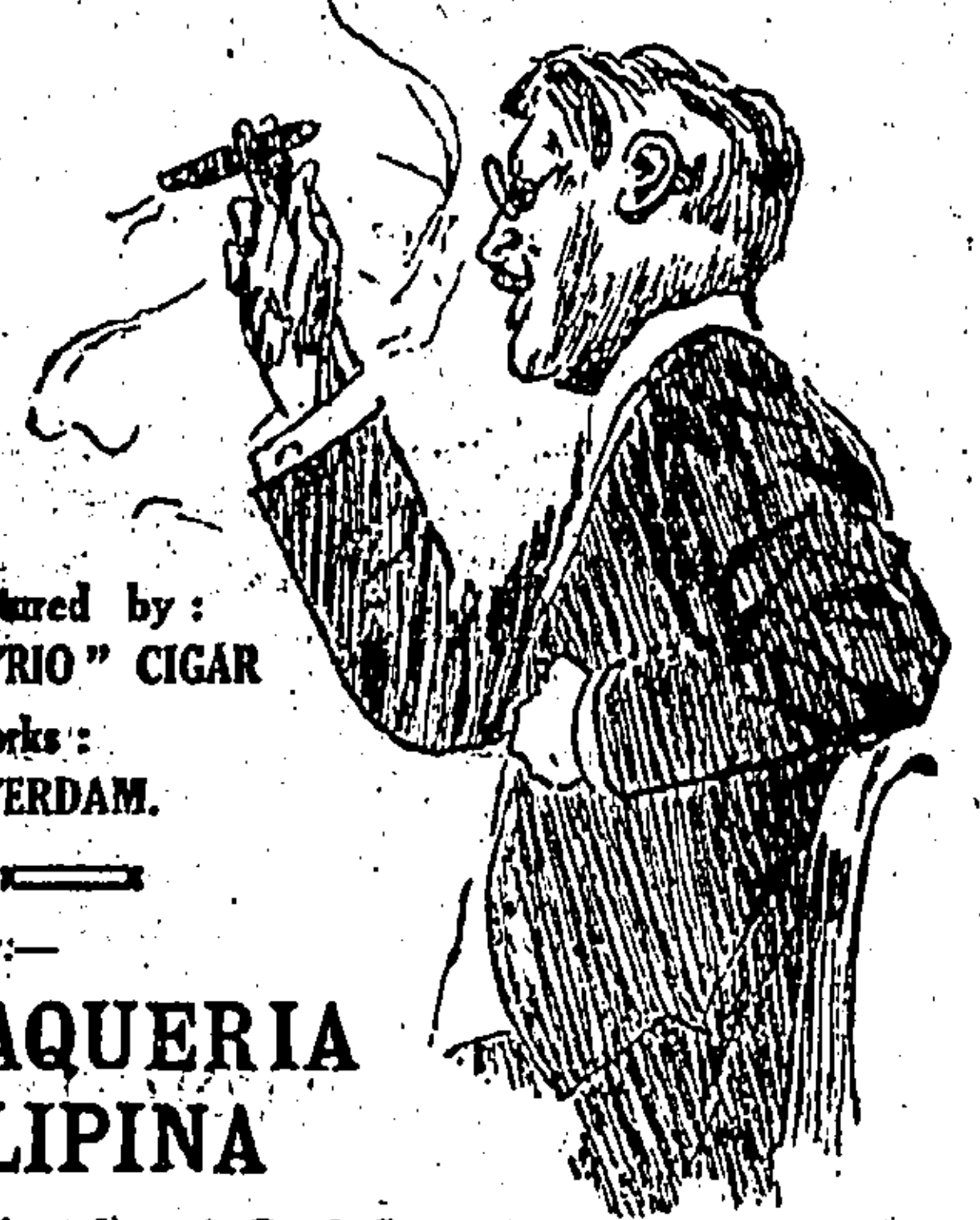
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| 1 qt. Martell's XXX Brandy | 1 qt. Puritan Old Tom or Dry Gin |
| 2 qts. King George IV. Gold Label or Perfection Whisky | 1 qt. Burgoyne's Burgundy |
| | 1 phial Pomeranzen Bitters |

No. 2 HAMPER—\$34.

- | | |
|--|----------------------------------|
| 1 qt. Gillemeart Champagne | 2 qts. Tawny Dry Port |
| 1 pt. D.O.M. | 2 qts. St. Julien Claret |
| 1 qt. Burgoyne's Burgundy | 1 qt. Puritan Old Tom or Dry Gin |
| 1 qt. Martell's XXX Brandy | 1 qt. V. de Pasto Sherry |
| 2 qts. King George IV. Gold Label or Perfection Whisky | 1 phial Pomeranzen Bitters |

No. 3 HAMPER—\$30.

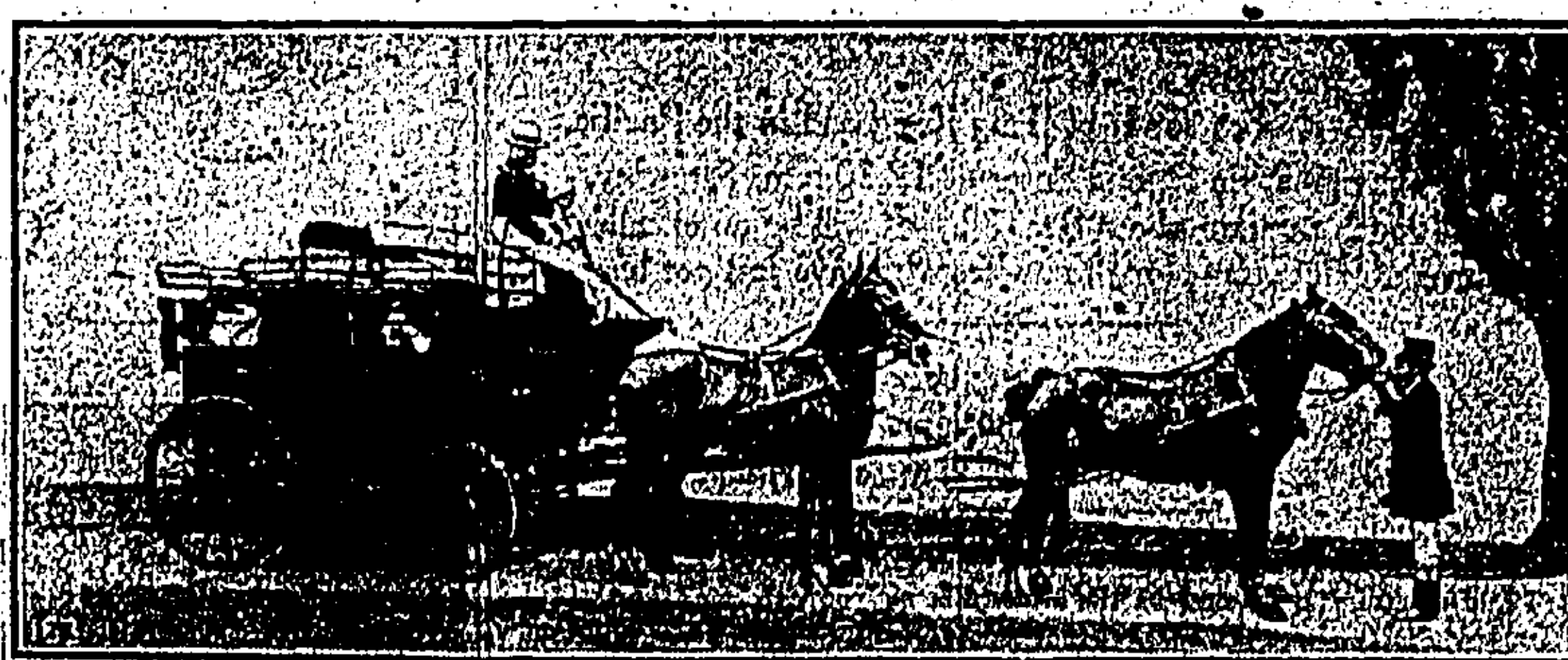
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WEALTHY MALAYA

A VIGOROUS YOUNG COUNTRY

VALUABLE EXPORTS

If the traveller from India is astonished to find how infinitely more prosperous and progressive the Federated Malay States are than India, he should not rush to the conclusion that this is wholly due to a superiority of colonial office administration, writes a correspondent in the "Statesman."

The prosperity of Malaya is principally due to the fact that it is a new country only now being gradually opened up. Like other new countries, such as the United States, Australia and South America, it is enjoying that ever-increasing prosperity which comes with development. Added to this great advantage which Malaya almost alone of Asiatic countries enjoys, it has the further advantage over Australia and America, of being able to import cheap and willing labour from India and China, so that shortage of manpower and trade union restrictions do not hamper progress. The small native population, though conservative, seems more adaptable than most Asiatic populations.

Finally, in tin and rubber Malaya has immensely valuable exports which almost from the beginning enabled the country to obtain large budget surpluses from extremely light taxes.

India's Finances

It is necessary to contrast with this the circumstances of India. That is an old country, for centuries carrying a population as numerous as plague, famine and war permitted, which has no product in keen demand for which the world is willing to pay almost a monopoly price except jute. Instead of being able, like the Government of the Straits Settlements, to finance out of revenue vast public works and to make a free-will offering of £2,000,000 to the Imperial Government also out of revenue, the Government of India can only undertake capital expenditure out of loans which are perpetually augmenting the national debt.

These reflections, tending to the conclusion that no application of Malayan methods to India can even be possible, have no bearing on Burma, which is indeed a country which far more closely resembles Malaya than India. The connection with India is merely a fortuitous political one which could easily be dissolved at any time by Parliament, and it may be recalled that from 1815 to 1867 the Straits Settlements were under the Government of India.

The ever increasing prosperity of Malaya has been attributed primarily to the fact that it is a young country still in process of being opened up. Burma is also a young country but unfortunately it is only being opened up very slowly. This is due partly to the fact that Burma's capital expenditure every year is controlled by the Government of India, which has to maintain some sort of balance between the expenditure in, say, Madras, which is already to a large extent developed, and Burma, the resources of which are hardly touched. It is also partly due to the large proportion of Burma's revenues which are paid to the Government of India. It must, moreover, be frankly admitted that the personnel of the Indian conservative policy, and the whole machinery of Government under the India Office times itself to keep pace with spontaneous development rather than to press the country forward.

Burma again resembles Malaya in having a small indigenous population more conspicuous for personal charm than for attachment to hard work, but like Malaya it can attract unlimited quantities of Tamils from South India by the higher wages which are there offered.

Burma's Products

Finally, Burma would seem to have, unlike India, special products which suggests that the prosperity of Malaya need not be regarded as unattainable. Tin and rubber are the two pillars upon which rests the prosperity of Malaya. Oil should surely be to Burma what tin is to the F.M.S. If excise in Burma did not go to the Government of India, and rice might well take the place of rubber, if the export duty on rice were paid to the Local Government, as the export duty on rubber is paid to the Government of the F.M.S. and a duty on rubber trees is paid to the Government of the Straits Settlements.

Nor are oil and rice the sole wealth of Burma, as tin and rubber are virtually the whole exported wealth of Malaya. Burma is already one of the great tin producing countries of the world and it is such immensely wealthy mines as Mawchi had the advantage of communications like those enjoyed almost throughout the F.M.S. the production of tin and other minerals would be greatly increased. The lead, silver, zinc and copper mine at Bawdwin so rich that the Burma Corporation has actually been able itself to open up the country and to develop

secondary industries in that part of the Shan States including forestry and reforestation—and in this way it has helped to swell the traffic of the Burma Railways and of the Irrawaddy Flotilla Company.

Wealth of Mines

But only mines of fabulous wealth can finance the opening up of a whole district—and the construction of forty miles of private railway line through virgin jungle. Other mines can only be worked after communications have been established, and therefore the bulk of Burma's mineral wealth will never be tapped until roads and railways have made transport of plant, stores, and ore reasonably cheap. These same roads and railways will also open up new lands for rubber and perhaps tea, and will facilitate the exploitation of the forests which are, and will always remain, one of the principal sources of Burma's wealth.

There are, of course, important respects in which Burma's position is not so favourable as that of Malaya. First and foremost the size of the country is such that it could never be covered by a government with so small a mesh as that of Malaya. If Burma is as rich as Malaya—it may be richer—the wealth is far less concentrated and will have to be spread over the whole country, hundred of square miles of which are not, nor are ever likely to be, productive. \$400,000 a year is sufficient to keep in a state of first-class repair the 3,350 miles of road in the 27,866 square miles of the F.M.S. but that mileage would not adequately open up the 26,300 square miles of Burma.

The torrential rains and consequent floods during the monsoon will, moreover, always make communications in Burma harder and costlier to maintain than they are in Malaya. The F.M.S. were fortunate also in starting off their career with something in the nature of a boom in both their principal exports, and, in comparison with most commodities, it must be admitted that both tin and rubber have fetched a high price, despite slumps, over the last twenty-five years. A boom in the

early stages of a country's career is of great value as supplying out of revenue the funds for capital expenditure, and still more for giving confidence in the country's future. It does not at the moment look as though Burma, if separated from India in the near future, would enjoy this fortuitous advantage. But these are not grounds for pessimism.

If, however, Burma would appear on paper to be more in the happy position of Malaya than in the melancholy position of India, it is clear that in fact the situation is quite otherwise. So far from being more advanced than India, Burma is more backward. If India makes a poor showing compared with Malaya, Burma to-day makes a poor showing compared with India. This is clear evidence of a great injustice and Burma is surely justified in asking whether separation from India, and perhaps a transfer of allegiance to the Colonial Office with its vigorous and progressive administration, might not be as beneficial to Burma as it was to Malaya.

Malaya's Progress

Twenty-five years ago Burma was probably as advanced as the Federated Malay States, but no one would advance that claim to-day. The material advance of Malaya in the matter of roads, railway, water supply and hydro-electric power is obvious to the most casual traveller. The same applies in almost every branch of Government. All through Malaya propaganda in the matter of public health is being vigorously carried on and malaria is being fought by means of sub-soil drainage with striking results, while the number of hospitals and dispensaries is rapidly increasing. Practically every village has a vernacular school and any boy of a little more than average intelligence can get a scholarship to one of the fine English schools which already exist in every town of any importance. A special department of government under a Member of the Federal Council is entrusted with the care and protection of Indian labour, and another department concerns itself with the large Chinese community.

A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL" ILLUSTRATED.

CHINA NEWS, LOCAL NEWS AND ALL THE NEWS

SEND IT HOME!

Batch after batch of residents has returned to Hong Kong after holidays at Home and elsewhere. For the first few days one's conscience can be calmed by thoughts that time is needed to unpack and to get settled down again. Then that letter must go.

What you have to say for yourself no one else can write for you; but if you want to ease anxiety as to what is happening out here that is a task that the "Overland China Mail" will do for you as it has invariably done in the past.

How many times were you "stumped" when somebody asked you about conditions in China? Show that you are at least thoughtful by sending them a copy of the "Overland." That will tell them all they want to know.

The "Overland" is the only weekly budget of Hong Kong and China news that is illustrated. Its topical pictures, covering a variety of subjects, are very welcome.

This week's "Overland" includes articles on the following subjects:—

The trial of Carvalho Yeo in connection with the alleged Treasury Fraud.

The Story of the Life of Dr. Miao Chung-yi, convicted at Home of murder.

Promotion of a Cadet and a P.W.D. official.

Deadlock in negotiations between China and Japan.

Steps by the National Government of China to reduce the power of the provinces.

Violent typhoons south of Hong Kong and in the Pacific.

A Home mail via Siberia closes at 12.30 p.m. Saturday. This will reach London about Dec. 22. It will be an excellent Christmas present from Hong Kong-ites who have just got back.

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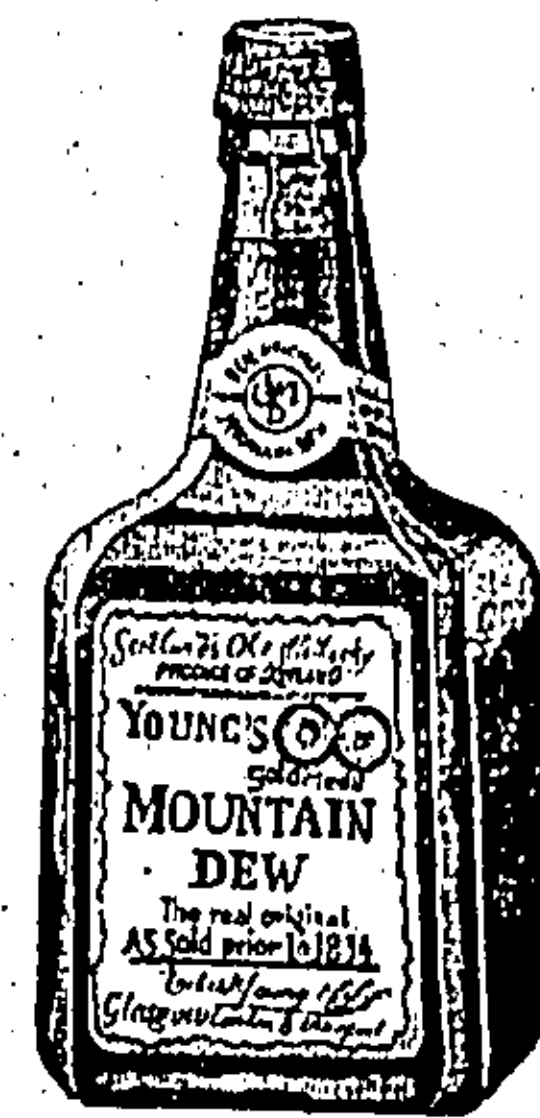
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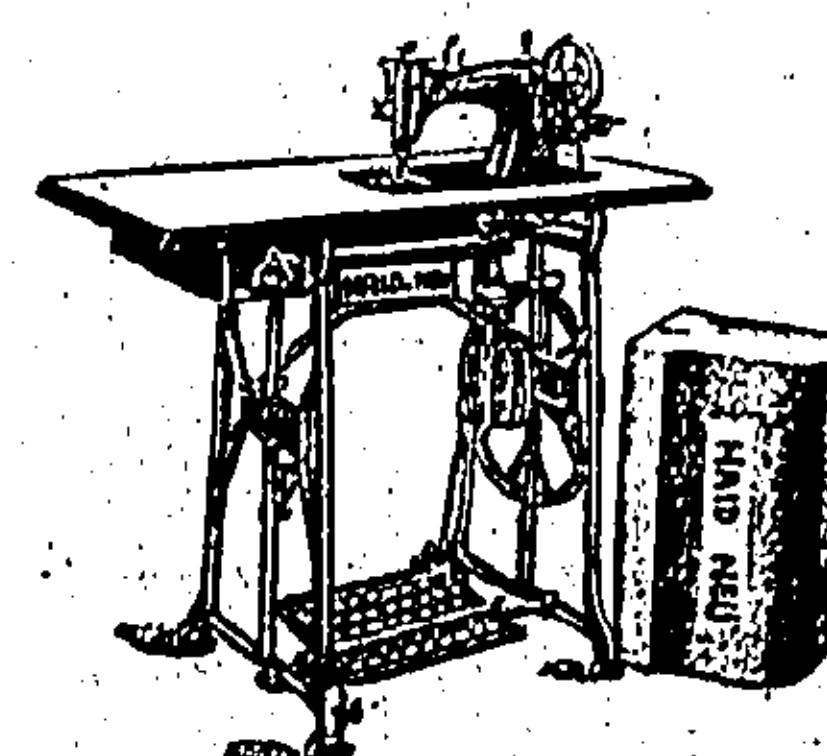
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"THE KING OF KINGS"

DE MILLE'S STUPENDOUS PRODUCTION

NOTABLE FILM

Cecil B. de Mille's stupendous production, "The King of Kings," is still continuing to draw crowded houses at the Queen's Theatre and will be screened there until Saturday.

There is a studios avoidance of "Hollywood tricks," in this great picture except for what is unavoidable, as in his appearances after the resurrection and it would be a very cantankerous critic who could find fault with so beautiful and impressive a device. All through the story those scenes appear specially to have been chosen in which no "trick" would be needed. And how exquisite some of these scenes are—the opening of the eyes of the blind child, the purging of Mary Magdalene (some little trickery here with the Seven Deadly Sins, but to be applauded—not condemned), the woman taken in adultery. It is impossible to speak too highly of the beauty with which each and all of these are presented. Nor need anyone fear a falling off as the end is neared, the Last Supper, Christ robed and crowned and mocked by the soldiers, the Way of the Cross, the crucifixion, resurrection and ascension. There is neither haste nor scamping; there is no trace of false sentiment or rhetorical appeal; nothing but the simple, poignant facts of the Gospel story so presented as best to enable them to speak for themselves. Owing to its great length only three performances a day are possible and these commence promptly at 2.30, 6.00 and 9.15.

JACKIE COOGAN

IN STIRRING PICTURE AT THE WORLD

Jackie Coogan has now forsaken his boyish type of role and appears in the interesting part of a brave bugle lead in his latest production "The Bugle Call" which will be screened at the World Theatre from to-day to Saturday. The early west and trials of the pioneers are vividly depicted in this splendid picture where intrigue, heart-throbs, heroism and a thousand exciting moments play about the life of a boy who faces death to save the defenders of a frontier post from being massacred. A brilliant rescue and an unexpected climax make this one of the best of Jackie's films. Clair Windsor and Herbert Rawlinson introduce a charming romance against the more serious theme of the picture.

"DON'T TELL WIFE"

DELIGHTFUL COMEDY DRAMA AT STAR

"Don't Tell The Wife" an intriguing comedy drama comes to the Star Theatre to-day where it will remain the chief attraction until Saturday. This whimsical story concerns itself with the dramatic and disturbing arrival of a beautiful young blonde at the home of a couple who are celebrating their wedding anniversary. The wife's attempts in keeping her husband from falling in love with his latest fancy affords quite a number of piquant situations which have been cleverly directed to give the utmost effect. Everything is straightened out finally, however, in a thoroughly satisfying climax. Irene Rich and Huntly Gordon are the leading players and are supported by a well chosen cast of players including Lilyan Tashman and Otis Harlan.

Charles Stanley Thornton, alias Wilson, aged 40, was sentenced at Pontefract (Yorkshire) Quarter Sessions recently to three years' penal servitude for breaking open an offertory box at All Saints' Church and stealing 5½d. He had four previous convictions for similar offences.

The death recently occurred at Carlisle of Mr. Lamington Hall, aged 87, an authority on coursing, who witnessed the Waterloo Cup contest 70 times.

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A "BREEZE"

(Continued From Page 1.)

Put in Writing

Replying to Mr. Jenkin, Mr. Moosa said that he never checked the contents of the safe with Mr. Tsang On-wing. Also, during his eight years' custodianship of the safe, he could not remember that its contents had ever been checked.

Mr. Jenkin: When did you first recollect this highly interesting story which you told the Court to-day in answer to Mr. Sheldon?—On Jan. 21.

Witness was then in the office, at his desk. Mr. Black came up and mentioned Yeo's name to witness and then witness recollected the episode vividly. Later, witness walked up to Mr. Black's desk and told him about what he saw. Mr. Black could not understand witness and told him to put the statement on paper, which he did. Witness did not see that paper again until this morning.

Second Incident

At Mr. Jenkin's request, Mr. Moosa produced the paper from an inner pocket of his coat.

After reading the paper, Mr. Jenkin said that it referred to the first of the two incidents recounted by the witness and asked him why he did not tell about the second incident of having seen Yeo at his desk with Mr. Tsang On-wing's cheque book?

Witness said that he did not recollect it then.

Asked when he first recollected this particular incident, Mr. Moosa said it was when he heard of Yeo's arrest in Shanghai, in July or August of this year.

Replying to another question, witness said that he did not tell Mr. Hazlerigg that Yeo had Tsang's cheque book on his desk. He merely said that there was a cheque book on Yeo's desk.

"Big Treasury Book"

Mr. Jenkin: You told us to-day and Mr. Hazlerigg yesterday morning that you said to Yeo: "Oh, you've got Tsang's cheque book."

Mr. Moosa: I said so because it resembled Mr. Tsang's book, but I cannot say if it was or not.

Asked when he first communicated the second incident to anyone, Mr. Moosa replied: "Yesterday morning, to Mr. Hazlerigg."

Mr. Jenkin then read a copy of Mr. Moosa's statement to Mr. Hazlerigg as follows:—

"I once saw a cheque book on the defendant's desk. It was one of the big Treasury cheque books."

Mr. Moosa: I said it resembled one of the Treasury books, perhaps Mr. Hazlerigg took it down in another way.

"Hello," Not "Oh"

Proceeding, Mr. Jenkin read: "I walked by. This was in office hours. I spoke to him (Yeo) as I passed. I said: 'Oh, you have got Mr. Tsang's cheque books.'"

Mr. Moosa agreed with the statement as read by Mr. Jenkin, except that he spoke to Yeo when he saw the cheque book. Also, the exclamation he used was "Hello," and not "Oh."

Replying to further questions, Mr. Moosa said that Yeo had no right to touch any of the cheque books and certainly he had no right to have one on his desk or in his possession.

Mr. Jenkin: For all you knew that book which you saw might have been the book which was supposed to be in your safe-keeping in the safe?—I do not know whether it was or not.

You agree that it might have been?—Yes.

Yet you did nothing about it?—No.

Order of Seniority

Witness said that he did not tell either Mr. Tsang, or Mr. Black, or Mr. Cheung about what he saw. Neither did he look into the safe to see if the reserve cheque book was there.

Mr. Jenkin: I put it to you that your story is an absolute fabrication?—No.

Jurors' Questions

In reply to Mr. J. M. Alves (a member of the jury), Mr. Moosa said that he had not been examined by the Police during the investigation of the case.

Mr. King did not ask him for any information and never put any question to him.

Mr. John Arnold (another juror) asked witness if he looked the safe during fifteen minutes and Mr. Moosa replied in the negative.

Mr. J. P. Braga (also of the jury) said that it is important that the date of the incident reported by Mr. Moosa should be known. Witness replied that he could not recall the date.

Mr. J. M. da Rocha asked witness why he did not report on Jan. 18 when there was a commotion.

The latter replied that he forgot until Mr. Black asked for Yeo's address.

Mr. Black Recalled

At the request of Mr. Braga, Mr. Black (Treasury accountant) was recalled. Mr. Braga asked Mr. Black how he recollected Mr. Moosa's report with his (Mr. Black's) previous statement that neither he nor any other member of the staff had seen accused remove any cheque book from the safe during Nov.-Dec., 1927. Mr. Black said he did not appreciate the full value of Mr. Braga's question at the earlier stage of the trial.

Mr. da Rocha questioned Mr. Black as to why he put Mr. Moosa's report in his desk instead of handing it to his superior officer. Mr. Black replied that he had told Mr. Messer and the Police and had heard nothing more about it.

Mr. Jenkin also questioned Mr. Black about the keeping of clerks' addresses.

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In so saying, I may recount in this respect, on the one hand upon the virtue and power of the reigning Emperor, who is blessed with wisdom, benevolence, and courage as is symbolized in the sacred treasure, and, on the other hand, upon the characteristics of the nation such as ceaseless efforts to further learn new ideas, willing self-sacrifice to the cause of general welfare, and the unity of strength centered in the throne.

If I am allowed to tell you frankly it is Japan's ambitious aim to do her utmost not only for her sake alone but also for the general welfare of mankind by strengthening her friendly relations with all Powers and nations.

I venture to say that she is realizing her duty to reciprocate some day the Western countries for their encouragement, assistance, and goodwill, as well as the advanced civilization, accomplished culture, and reformed social and political system, which Japan has availed for her development in the past.

She is anticipating to originate something helpful to the human race in the field of Science, Art, Culture and civilization in general.

She is studying the Oriental and Occidental civilizations so as to enable more easily the meeting of the East with West. There is, indeed, no greater pleasure for us all than to see friendship tightened among all the Powers, and it is with my great pleasure that I sincerely appreciate your friendly association with us, Japanese, in celebrating the Enthronement.

Friendship

My pleasure is further great when I think of the historical and traditional friendship between Great Britain and Japan.

I feel safe in saying that this friendship and mutual co-operation is the keynote in keeping the Far East—and consequently the whole world—peaceful.

There is no other eloquent evidence of the unity and bond of unity between these two Powers than a reference made by His Majesty the King in his speech on the opening of Parliament in which His Majesty graciously referred to the Coronation of His Imperial Majesty, wishing him a long and glorious reign and defining the close relation between Great Britain and Japan as a potent factor in the maintenance of peace in the Far East.

This was reiterated by the Right Honourable the Premier, Mr. Stanley Baldwin, in his speech at Lord Mayor's banquet, and has been echoed and manifested in Hong Kong in the most impressive and cordial manner.

I must confess, on this occasion, that it is beyond my power to express how deeply we Japanese are impressed with your friendly regards to our Emperor and his nation, and how deeply we are cherishing our thankfulness and intimacy to the August Sovereign of the British Empire.

Your Excellencies and Gentlemen, with this sentiment at heart, I have the honour to propose the toast of His Majesty the King of Great Britain, in whose colony of Hong Kong we are residing peacefully, either as his faithful subjects or as the nationals of his friendly Powers.

Gentlemen, His Majesty the King.

A.O.G. Replies

His Excellency the Officer Administering the Government, Hon. Mr. W. T. Southern, said:—

I thank you, Mr. Murakami, for the graceful words in which you have proposed the health of His Majesty the King who, like your own beloved Emperor, sits enthroned in the loyal hearts of his people. And now, gentlemen, I have the honour to propose the toast of His Imperial Majesty the Emperor of Japan. We celebrate to-day the formal act of enthronement of His Imperial Majesty, that act which corresponds to the coronation of our own sovereign, and no one who has read the accounts of what has been happening in Japan can have failed to realize the fervent loyalty of the Japanese people to their Emperor.

Gentlemen, all those who know anything of Japan and especially those of us who have been privileged to visit that country realize the intense spiritual force which is energizing the Japanese people and inspiring them with visions of future greatness. Their progress since the middle of the last century is perhaps

the greatest wonder of the world. They advanced from the Middle Ages to the Twentieth Century almost in a decade; at one bound they leaped from the obscurity of small self-centred Island people to take their place as honoured allies of the Great Nations of the World. We are left breathless with wonder at the rapidity of their progress, and through all the disruptive elements of their great upheaval there ran one steady impulse, and one binding tie, their intense affection for their country and their loyal devotion to their Throne.

The Awakened East

The Japanese Nation stands before us, gentlemen, as a living example of the awakened East, and it was but natural that the Island Empires of East and West should be drawn to together by the affinity of their common problems forced on them by their geographical positions. Allies now for many years, we pray for the continuance of that Anglo-Japanese friendship which we regard as a bulwark of peace in the Eastern World; so, too, we pray that divine wisdom may guide and direct the actions of him who is the spiritual and temporal head of the Japanese Nation.

With all the ceremony which rightly belongs to an ancient and solemn rite His Imperial Majesty's accession has now been announced to his people, and on behalf of the Colony of Hong Kong I offer our heartfelt wishes that His Imperial Majesty may enjoy a long, prosperous and peaceful reign, secure in the affection of his loyal subjects.

Gentlemen, I give you the toast of His Imperial Majesty, the Emperor of Japan.

Those Present

Among those present were:—His Excellency the Officer Administering the Government, Hon. Mr. W. T. Southern, C.M.G., H.E. Major-General C. C. Luard, C.B., C.M.G., Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., Hon. Sir Shou-Son Chow, Kt., Hon. Mr. H. T. Cressy, C.B.E., Hon. Mr. C. McF. Messer, C.B.E., Hon. Dr. R. H. Kotewill, C.M.G., L.L.D., Hon. Mr. A. C. Haynes, Mr. A. E. Wood, Comdr. J. B. Newell, R.N., Hon. Mr. R.A.G. North, Mr. W. W. Hornell, M.A., C.I.E., Capt. A. J. L. Whyte, R.E., Mr. R. Scott, Hon. Mr. J. Owen Hughes, Captain A. Q. F. Johnston, Mr. T. G. Woad, Mr. Li Yau Tsau, Sir Robert Ho Tung, Mr. C. G. Alabaster, Mr. W. J. Carrie, M.A., Captain G. Hopwood, C.B.E., Capt. M. E. J. Maxwell-Scott, D.S.D., Colonel Skinner, Mr. Cerveira d'Albuquerque, Mr. M. J. Quint, Mr. R. Valarino, Mr. A. Prude, Mr. F. Bonachea y Romero, Mr. B. Gallardo, Mr. H. Gipperich, Mr. J. M. Alves, Mr. Sverre Berg, Mr. H. Basto, Mr. J. T. Bagram, Mr. J. M. da Rocha, Mr. Gonzalez de Bernedo, Mr. A. Botelho, Mr. J. C. Moganaehi, Mr. G. Van Wylick, Mr. S. Kinoshita, Mr. J. Abe, Mr. H. Mori, Mr. S. Aikawa, Mr. T. Matsunaga, Mr. K. Nakatani, Mr. M. Kitayama, Mr. T. Hirakawa, Mr. T. Okamoto, Mr. M. Nonomura, Mr. T. Yamamoto, Mr. T. Takekuma, Mr. Harold Shantz (American Consul).

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

A large number of thermos flasks were among the booty seized by searchers of the Japanese Boycott Committee, with other Japanese goods including clothes, cloth, piecegoods, eatables, and miscellaneous articles.

According to the "Shunpao," the British authorities in Peking deny any knowledge of a Japanese report to the effect that British capitalists have expressed their preparedness to make a loan of \$15,000,000 for the completion of the Canton-Hankow Railway.

The Rev. J. M. Hoover and Mrs. Hoover have arrived in Singapore from Sibn, Sarawak, and bring news that that town, which was almost entirely destroyed by fire some time ago, is being rapidly reconstructed by the Sarawak Government with substantial, fire-proof buildings.

In the course of a letter to the Chinese Ratepayers Association, the Bureau of Public Health for Greater Shanghai suggests that negotiations should be opened with the Municipal Council for the appointment of veterinary surgeons to examine meat from the Municipal slaughter houses and suggests that Mr. Wang Shao-lin, a D.V.S. from the United States, be stationed in the Settlement for this specific purpose.

Among the distinguished guests at the Armistice dinner in Singapore was Lieut.-Col. Sir Harry Moorhouse, C.M.G., D.S.O., formerly Lieut.-Governor of Southern Nigeria, who was passing through Singapore on his way back to England from the Solomon Islands, where he has been engaged on a mission of enquiry for the Colonial Office. While in Singapore Sir Harry Moorhouse is the guest of the G.O.C. Major-General Sir C. C. Van Straubenzee, with whom he served in the Royal Artillery many years ago.

PAUL WHITEMAN

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AND SELECTIONS

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- | | |
|---|-----------------------------------|
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| 1 pt. Blackberry Brandy | 2 qts. St. Julien Claret |
| 1 pt. D.O.M. | 1 qt. Old Brown Sherry Black Seal |
| 1 qt. Martell's XXX Brandy | 1 qt. Puritan Old Tom or Dry Gin |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 qt. Burgoyne's Burgundy |
| | 1 phial Pomeranzen Bitters |

- No. 2 HAMPER—\$34.**
- | | |
|---|-----------------------------------|
| 1 qt. Gullermet Champagne | 2 qts. Tawny Dry Port |
| 1 pt. D.O.M. | 2 qts. St. Julien Claret |
| 1 qt. Burgoyne's Burgundy | 1 qt. Puritan Old Tom or Dry Gin |
| 1 qt. Martell's XXX Brandy | 1 qt. Old Brown Sherry Black Seal |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 qt. Vio de Pasto Sherry |
| | 1 phial Pomeranzen Bitters |

- No. 3 HAMPER—\$30.**
- | | |
|---|----------------------------------|
| 1 qt. Burgoyne's Burgundy | 1 qt. Engstrand's XXX Brandy |
| 1 pt. Peppermint G.P. | 1 qt. Ananillado Sherry |
| 1 pt. D.O.M. | 1 qt. Puritan Old Tom or Dry Gin |
| 2 qts. Superior Rich Old Port | 1 qt. Vio de Pasto Sherry |
| 2 qts. King George IV Gold Label or Perfection Whisky | 2 qts. Medoc Claret |
| | 1 phial Pomeranzen Bitters |

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THE MOTORISTS' PAGE

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CHEVROLET—Hongkong Hotel Garage, Queen's Road, C.4759.
CHRYSLER—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
HANOMAG—Wai On Tsung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.
MORRIS—Hongkong Hotel Garage, Queen's Road, C.4759.
OAKLAND—Lane, Crawford, Ltd.
OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PONTIAC—Lane, Crawford, Ltd.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road, C.4759.
SINGER—Gilman & Co., 4a, Des Voeux Road Central.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C.4759.
VAUXHALL—Lane, Crawford, Ltd.
WHIPPET—Gilman & Co., 4a, Des Voeux Rd, C.
WILLIS-KNIGHT—Gilman & Co., 4a, Des Voeux Road Central.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
GUY—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS—Hongkong Hotel Garage, Queen's Road, C.4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C.4759.
WILLIS KNIGHT TRUCKS—Gilman & Co., Ltd., Des Voeux Rd. C.

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TYRES AND ACCESSORIES.

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ACCESSORIES—The Duro Motor Co., Nathan Road, Kowloon, K.226.
AUTO-TOTAL FIRE EXTINGUISHERS—Keller, Kern & Co., Ltd., 18-19, Connaught Road, Central.
COLUMBIA BATTERIES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
MILLER ACCESSORIES—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MILLER TYRES—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
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STOCK CARS

HOLDERS OF MANY
RECORDS
WORLD-WIDE

Announcement recently that the International Association of Recognized Automobile Clubs in Paris had officially confirmed five world records established by Studebaker's President Eight at the Atlantic City Speedway near New York, adds another link to the chain of international performance achievements established by Studebaker-built cars during the past year, according to the local Studebaker-Erskine dealer.

"Studebaker now holds 114 official American stock car records, all made under the sanction and supervision of the American Automobile Association, America's highest motoring authority. The most recent and spectacular achievement was the run of the four President Eights for 30,000 miles at speeds from 64 to 68 miles an hour. This feat eclipses any record ever made in the history of transportation."

"In Europe, South America, Australia—wherever motor cars are known, Studebaker-built cars have won honours in the most severe competition," he said.

"In Australia, a stock Studebaker Commander roadster not long ago broke 48 existing Australian records and established a virtual monopoly on that continent's speed marks. Driven by Norman Smith, motor editor of a Sydney newspaper, The Commander shattered all period records for 24 hours and for distances from 100 to 1,700 miles, and later travelled 3,711 miles in 147 hours and 32 minutes to establish a new trans-continental record from Fremantle to Brisbane.

"In Europe virtually every Studebaker model has scored performance triumphs. One of the most recent victories was won in Poland when a stock model Erskine Six Sedan driven by S. Zychon triumphed over 120 competitors in the "Star Race," sponsored by the Automobile Club of Lodz, by covering 1,103 kilometres in 17 hours, 43 minutes.

"Up in the steep passes of the Alps, two Commanders recently captured highest awards for cars of their class in the 2,939-kilometre VII ADAC Reichsund Alpenfahrt, German reliability trial.

"During the Eindhoven (Holland)—Paris Reliability run last year four Studebaker Directors captured the team prize and individual gold medals as a reward for superior performance. Driven by an amateur driver, another Director blazed a new trail across Europe in a round trip between Paris and Saloniki, Greece.

"In England the Erskine qualified for gold medal awards in both the London-Land's End and London-Edinburgh Reliability Trials, two of the most important tests of last year.

"In India, an Erskine Six Tourer driven by C. E. Perry set a new record between Rangoon and Mandalay by covering 502 miles over poor roads in 84 hours. The previous record for the trip was 51 1/2 days."

NEW FEATURE

BRIGHT GOLD METAL FOR EXTERIORS

A new feature of luxurious motor car coachwork which made its first appearance at the international automobile salon in Paris is the use of a bright golden metal for exterior hardware and bright metal work such as bumpers and door handles. Though its cost is high for automobile use, noted coachmakers have greeted its appearance with intense interest and many predict its quick adoption for use on the most luxurious cars.

The car on which this beautiful new metal made its debut is Studebaker's luxurious Louis XIV limousine, mounted on the President Eight chassis and displayed at the Studebaker stand in the Grand Palais.

Bumpers and door handles are of this bright golden metal in keeping with the luxury of the interior finish, which is carried out to symbolise the luxury of the period when the court of Louis le Grand was the greatest in Europe.

Coachmakers see in the new process a metal which will permit them to vary the nickel and chromium now so widely used for headlamps and "other plated" exterior metalwork on fine motor cars.

IN BRITAIN

STATE OF THE MOTOR
INDUSTRY
A SURVEY

The Society of Motor Manufacturers & Traders Ltd., has recently issued an authoritative survey of the Motor Industry of Great Britain and from the information collated therein several interesting points in connection with the British Motor Industry are illustrated.

Growth of Output

Possibly one of the most striking characteristics of the British Motor Industry has been its expansion in the matter of the output of its factories, for in twenty years it has increased production from 12,000 cars and commercial vehicles, which was the sum of its efforts in 1907 to 209,000 in 1927. Of this latter total the number of cars produced was 167,000 while the balance of 52,000 represented commercial vehicles. In this latter connection it is interesting to note that the number of commercial vehicles alone is nearly five times as great as the total number of vehicles produced twenty years ago, while the number of cars is nearly fourteen times as great. This increased production has naturally had the result of decreasing the ratio of cars to population and while in 1917 there was only one car to every 550 persons there is now one to every 56 persons.

With increased output it is satisfactory to notice that prices have fallen until at the present time, taken on a gold basis (i.e. in pre-war money) the current prices of private cars and commercial vehicles are 50.1 per cent. and 38 per cent. respectively below the pre-war level. A further point in connection with 1928 prices is the radical advance in design, performance and equipment both of cars and commercial vehicles. As compared with 1914 to-day's prices include in most cases spare wheel, four wheel brakes, lighting and starting equipment, speedometers etc., which were all extras on pre-war models.

Exports and Imports

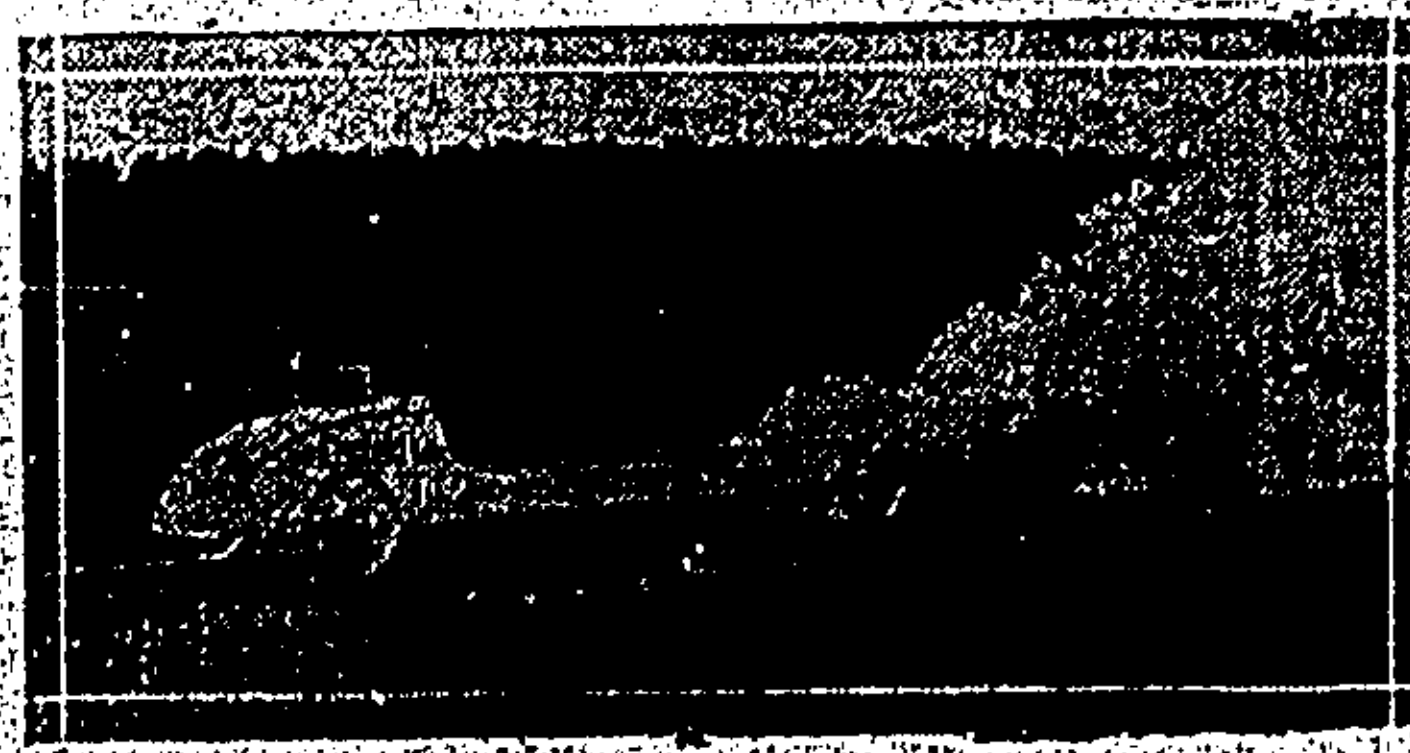
British Exports during 1927 still showed an increase over 1926 despite the conditions prevailing in the second half of the year in one important market. It is interesting to note that while in 1923 the total number of vehicles exported by the chief producing countries was 271,746 of which Great Britain's percentage was 2.3 per cent. it had risen to 330,233 in the first six months of 1928 and the British Manufacturers' percentage of the total exports had doubled.

The import of complete commercial vehicles into Great Britain during 1928 has dwindled to a negligible quantity while there has been an increase in the number of chassis and complete private cars. For the nine months ending September 1928, the total value of Exports of Vehicles, Chassis and parts exceeded that of Imports by £1,341,965.

Employment and Wages

The Motor Industry is now one of the most important in Great Britain and while in 1907 the numbers of people employed directly in the Construction and Repair of Road Motor Vehicles (excluding Motor Cycles) and in the manufacture of parts, accessories and tyres for the same was 34,000 and the average earnings of all skilled and unskilled men were 40/8 1/2 per week, the numbers employed in 1927 had increased to 257,000 earning on an average 80/7 1/4 per week.

Traffic in Shanghai, China, is the most diverse in the world, ranging from rich and wheelbarrows to the latest models of motor trucks and limousines.



Blakenburg, Germany. The new Blakenburg "Rat" is a rocket car—racing at a terrific speed. The strange car, driven by gunpowder, passed its first test successfully. The inventor, Valter, is well known. It is a rocket car, built with a rocket engine, the German car manufacturer, who also built a rocket car.

NEW CARS

CHRYSLER CO. PRESENT
THREE
INTERNAL EXPANDING

Following the announcement of an entirely new car, "The De Soto," with promise of its appearance within a short period, Walter P. Chrysler, president of the Chrysler Corporation, has presented to the public three new automobile creations, namely, the Chrysler "Plymouth," the new car which the Chrysler Corporation has built to compete in the low-priced field, and the two new models in the regular line of Chrysler cars, the "65" and the "75."

The "Plymouth" has entirely new developments both in body and chassis design. With Chrysler engineers concentrating every effort on the production of a model which would compare favourably in operation and effect with high-priced cars, a distinctive and individual creation has been accomplished which, it is prophesied, will make over the whole fabric of the low-priced field.

Radiator lines are new and smart; the whole silhouette is sleek and graceful, the body itself low-slung and well balanced. A delicate problem in dynamics was adequately met with the installation of a high power engine which operates smoothly and easily at all speeds.

Safety Factor

The Chrysler "Plymouth" is the only car in the low-priced field with the safety factor of Internal Expanding hydraulic four-wheel brakes, wet weather does not affect their efficiency and dirt is kept out of them. Combined with these features are moulded brake linings, hitherto found only on cars of far more expensive construction. The "Silver Dome" perfected high compression cylinder head, uses any grade of fuel.

Other revolutionary features of the new car are the generosity of body lines and unusual leg room and head room, resulting in a maximum of comfort for passengers; moulding treatment which permits of greater distribution in the choice of colourings, and the new slender profile radiator shell and new bowl-shaped head lamps, both chrome plated, insuring permanent brightness and beauty.

A study of further specifications of the line of "Plymouths" serves only to reinforce the idea that the low-priced car field has been completely revolutionised by the appearance of this latest Chrysler innovation.

New Designs

The full crown, fenders have a broad, gentle sweep, and completely protect the front of the car from splashes. The radiator is high and distinctive. Doors are wide, and those for the closed bodies are equipped with large windows to prevent drafts. Seat cushions are of the easy riding, form-fitting type. Hardware is satin finish. Throttle, bright and dim light control levers and horn button are at the top of the steering post. The instrument panel is indirectly lighted and is controlled by an independent switch conveniently located.

The "65" and "75" in the Chrysler line are entirely new, both in style and design. Standardised quality has permitted lower prices than ever before, while the distinctly new features both in mechanical equipment and body design have resulted in the presentation of a motor car which is unusual and distinctive. Graceful curves of the body lines for both cars have been achieved by a harmonisation of all detail as to line. Crowned roof, arched windows and hood side panels contribute to carry out this effect. Full crowned "air-wing" fenders, lower, broader and more sweeping, synchronise with the sleek body. Radiator, hood and cowl

WESTINGHOUSE BATTERIES.

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Tel. C. 244.

SHOW ROOM:
11, Queen's Road, E.
Tel. C. 575.

are all higher. There is a distinct innovation in the radiator shell design. Both head and cowl lamps are ingeniously mounted, concealing all bolts, nuts, wires and grommets. Non-shatterable windshield glass is standard equipment for the "75."

Insulated Bodies

The entire body in both "65" and "75" models is mounted on rubberised fabric shims to promote quietness and prevent loosening of hold-down bolts. Seats are wider and roomier, with greater leg room and head room; upholstery and body trim finer and more durable. Brilliant new colours are offered for each of the six body styles. Both models are equipped with Lovejoy hydraulic shock absorbers all around.

Bodies and engines of both cars are wholly insulated against transmitting shocks to each other by the new type Chrysler engine mountings having rubber plates between the frame and engine supports.

All rumble seat body styles, both in the "75" and "65," are completely finished with heavy tilted rubber mats on the tilted floors, heavy leather seats, wider than before, arm rests and other conveniences.

Other features of the new models are light action, Internal Expanding hydraulic four-wheel brakes, with which are used moulded squeakless brake linings; and the use of new lac-Therm invar pistons.

Other Points

An interesting sidelight on the "65" which speaks volumes for the progress in the automotive world in general and for Chrysler incentive and integrity in particular, is that the new model, roomier, more luxurious and equipped with a finer and larger engine than Chrysler's first famous car of four years ago, is sold at a much lower price. Many features heretofore exclusive to the higher priced Chryslers are now included in the "65." Like the "75" and the Imperial "80," its seven bearing crankshaft is counter-weighted. This is the first time such a feature has been incorporated in any car even approximating the price of the "65." The engine develops 85 horse power and a car speed of 65 miles an hour. The "75," which is equipped with the "Silver Dome" engine using any

grade of fuel, has all of the late features of the "65" plus a few innovations which automatically are demanded of the higher grade model.

Automatic thermostatic radiator shutters expedite engine efficiency in cold weather, and add to the frontal appearance of the model. A duplex channel frame gives greater rigidity and finer high speed operation. The automatic windshield wiper has an automatic return which keeps the wiper out of driving focus at all times when not in use.

Voluntary expression from Chrysler owners everywhere, born of their enthusiasm for the results secured from their cars, reveal that this great motor car organisation has consistently engineered, designed and produced cars combining durability and long life with exceptionally low maintenance and operating costs.

Though the original Chrysler cars are to-day only four years old, the company records show that many of them have already exceeded 100,000 miles.

Mr. C. G. Greve, a Los Angeles, California, real estate man, is believed to have driven a Chrysler further than any other person, even including the factory test pilots. Several months ago his "70" roadster had already covered 160,000 miles. His total repair bill for that distance in addition to fuel, oil, and tyres was not over \$150.00.

According to Professor C. E. Griffin, of the University of Iowa, who investigated the history of 100,000 cars, the life of an automobile is seven years.

**ENGINE
TROUBLE**

? PHONE
C. 3193

LANE CRAWFORD'S
GARAGE

MOTOR CAR SERVICE

ABOUT A WORLD-WIDE ORGANISATION

[By Carl H. Getz]

Down in Florida, the other day, Prince Karl Hohenlohe Bartenstein, of Wurtemberg, Germany, while on his vacation, wanted to buy an American automobile. He selected a Cadillac roadster but would not sign the order until assured that Cadillac standard service would be available to him when he returned to his home town in Germany. The salesman, naturally enough, was puzzled. How was he to give assurance of service in Germany on a car sold in Jacksonville? He took his problem to his employer.

"Get Germany on the telephone," instructed the distributor. "Let me talk and have the customer here when the call comes through."

The salesman blinked. He attended himself. But the same day Claude Nolan, Cadillac-La Salle distributor at Jacksonville, talked over the trans-Atlantic telephone with E. H. Douglas, assistant sales manager of General Motors G.M.B.H. at Berlin, who gave assurance that Cadillac standard service would be available to Prince Bartenstein not only in his home town, but throughout Europe and in practically every country throughout the world.

The incident—and the use of the trans-Atlantic telephone by American exporters of automobiles has become an incident in the day's work—gives a little idea of the extent to which American manufacturers of motor cars have extended their business—selling automobiles and servicing them in the overseas market. But here is a story which probably illustrates the point a little better.

An overseas representative of the General Motors Export Company was in the United States, aboard a train, en route to his old home town on a vacation. He went into the smoking compartment of the Pullman, a place famous for its public discussions. Included in the group occupying all the seats was a laconic gentleman who insisted upon knowing what every one did for a living. He was a salesman of horse-shoe nails but that didn't hinder him from finally learning that the newcomer was identified with the automobile export business. That interested the talkative individual and he began to fire questions.

"Sell any cars overseas?" he began.

The automobile man nodded.

"Sell any in the Fiji Islands?" and the questioner burst into a hearty laugh as if he had propounded a question that couldn't be answered. But again the automobile man nodded his head.

"What's that?" asked the man in surprise. "There aren't any cars in the Fiji Islands."

"Only 700 of them," said the exporter quickly.

"Seven hundred," repeated the man. "Seems impossible. But how about Iceland? Now I have you. How about Iceland?"

Once again the automobile man nodded.

"Automobiles in Iceland," said the man. "I don't believe it."

"Only 35 cars are to be found in Iceland," said the automobile man.

He kept quiet.

That was almost too much for the questioner. He kept quiet. But included in the group was a college professor who knew his geography. And he began to ask questions about places the average man has never heard of. He mentioned the Solomon Islands, the Gilbert Islands, Reunion Island, the Tonga Islands, Faeroe Islands, Seychelles Islands, the Sultanate of Bahrain, the Kingdom of the Hejaz, Yemen, Eritrea, and so on. But the automobile man had a little note-book which contained the registration of automobiles and trucks in every country in the world and each time a country was named he nodded his head. Several times he couldn't nod too emphatically because, for example, the Faeroe Islands have but 12 motor vehicles as have the Seychelles Islands.

The college professor smiled. "I had no idea automobiles had penetrated the far corners of the globe," he said.

"I know an important city in Europe with a population of nearly 200,000 which hasn't a single motor vehicle," said the automobile man.

The group looked up. They asked where the city is.

"Search the town from one end to the other and you won't be able to find a taxi-cab," he continued. "There isn't even a motorcycle in the city. The city is Venice."

The men smiled.

The automobile man might have told of another city in Trans-Jordan, south of Syria and East of Egypt which, if I am informed correctly, has never seen an automobile. This city near the Dead Sea, has no traffic problems and has no automobile dealer. The reason is that it hasn't a population. The city is Petra which some archeologists believe is the real Mount Sinai from which Moses obtained the laws.

No Car at All

There is a country in Asia which is said to be without a single automobile. The total vehicular population of the country consists of the lone motorcycle. And it is not sure whether that one vehicle is still in good running order. The country may not have even a motorcycle.

But one has to go away around the corner to find a place where the automobile is not being used and where its benefits are not being enjoyed. Even on the sand-swept Gobi desert between China and Siberia where for years the slow plodding camel was the only means of transportation, automobiles are to be found to-day. Motor cars are displacing llamas in the Andes of Chile and Peru. In the pampas of the Argentine, cowboys use automobiles. In India, rajahs once had elephant mahouts—to-day motor car chauffeurs. The royal family of Japan still has its jinrickisha but rides in American-made cars as do the royal families of most countries of the world. But American automobiles and trucks are not being confined to the homes and places of business of the well-to-do. Recently I was traveling between Alexandria and Cairo, in Egypt, and passed a Bedouin village where the houses were built of mud and the roofs of straw and between two of the homes I saw an American-made truck.

Some idea of the thoroughness with which American manufacturers have gone into business in overseas countries can be had by becoming acquainted with the overseas organization of General Motors. The overseas business of the General Motors Corporation is entrusted to what is known as the Export Division. This in turn is divided into what is known first as the General Motors Export Company which is charged with the responsibility for the distribution of cars and trucks in overseas territories not covered by General Motors overseas operations, with zone offices in 14 cities abroad. Then follows General Motors Limited, responsible for the distribution of cars and trucks in Great Britain and Ireland. This company maintains its headquarters in London and operates an assembly plant there also.

Ramifications

General Motors International, A/S, distributes cars and trucks in Denmark, Norway, Estonia, Iceland—Iceland has a total of 355 cars, all passenger automobiles—Latvia, Danzig and Lithuania. An assembly plant is operated at Copenhagen. General Motors Nordiska, A/B, distributes cars and trucks in Sweden and Finland and operates an assembly plant at Stockholm. General Motors Continental, S.A., distributes cars and trucks in Belgium, Holland and Switzerland and maintains an assembly plant at Antwerp. General Motors G.m.p.H. distributes cars and trucks in Germany, Austria, Czechoslovakia, Hungary and European Russia and has an assembly plant at Berlin.

General Motors (France) S.A., distributes cars and trucks in France, Algeria, French Morocco and Tunisia and has a warehouse at Le Havre. General Motors Peninsular, S.A. distributes cars and trucks in Spain, Portugal, Spanish Morocco, Canary Island and Gibraltar and has a warehouse at Madrid. General Motors Near East, S. A. distributes cars and trucks in Egypt, Greece, Italy, Bulgaria, Arabia, Hejaz, Italian Africa, Aden, Syria, Persia, Palestine, Jugoslavia, Roumania and Turkey and has a warehouse at Alexandria.

General Motors Argentina, S.A. distributes cars and trucks in Argentina and Paraguay and has an assembly plant at Buenos Aires. General Motors of Brazil, S.A. distributes cars and trucks in Brazil, has an assembly plant at Sao Paulo and branch warehouses at Recife and Porto Alegre. General Motors Uruguay, S.A., distributes cars and trucks in Uruguay and has an assembly plant at Montevideo.

General Motors South African, Ltd., distributes cars and trucks in the Union of South Africa, Rhodesia, British South-west Africa, Portuguese East Africa, Nyassaland, Bechuanaland and the Katanga district of the Belgian Congo. An assembly plant is operated at Port Elizabeth, South Africa.

In Australia

General Motors (Australia) Pty. Ltd., distributes cars and trucks in Australia and has assembly plants at Adelaide, Brisbane, Melbourne, Perth and Sydney. General Motors New Zealand, Ltd., distributes cars and trucks in New Zealand and maintains assembly plant at Wellington. General Motors Japan, Ltd., distributes cars and trucks in Japan and Korea, China and Manchuria and has an assembly plant at Osaka, Japan. N. V. General Motors Java, distributes cars and trucks in the Dutch East Indies, French Indo-China, Siam and the Straits Settlements and has an assembly plant at Batavia.

If you remember your geography you would probably be willing to admit that that about covers the world. But at this writing, assembly-plants are being built at Warsaw, Poland, and at Bombay, India. Whether additional plants will ever be built depends upon the requirements of the overseas markets. Russia, for example, is a great question-mark.

In January, 1924, there was established an assembly plant at Copenhagen, Denmark, in which to assemble Chevrolet cars. This was the first General Motors overseas assembly plant—the germ of the idea that has revolutionized General Motors' conception of export business. The new policy was not only the establishment of overseas companies to operate assembly plants and warehouses, but to serve better the dealers.

Assembly Plant

There have been incorporated companies to do General Motors business overseas and to operate assembly plants or warehouses. General Motors Corporation owns all the capital stock of these subsidiary companies.

In the case of the assembly plant the parts are shipped in bulk from the factories in the United States and Canada. In the warehouse operation, the completed car is knocked down at the factory, crated and exported, each crate containing a complete car. The warehouse overseas receives, uncrates, reassembles and delivers the car to the dealer. No two operations are exactly alike. In some countries complete bodies are made and a large volume of materials are purchased in that country; such as tyres and body materials. In other countries these materials are not available and must be imported.

In every case the overseas company is a self-contained unit, a complete organization under the direction of a managing director who has a manufacturing, a sales and advertising staff, service organization, etc. When a new assembly operation is established it is essential that the key men be General Motors men, but the personnel of the executive staff is made up, as far as possible, of the citizens of many overseas countries—men who have records of achievement in other lines of industry. Local workmen are used in the actual construction of the cars as fast as this labour can be obtained and trained.

International

The business of this corporation is truly becoming international in scope and character. It has made an investment overseas of 55 million dollars in plant, equipment, inventories and working capital. Not merely is it selling its cars in the overseas market but is in business in overseas countries, contributing in no small way to the prosperity of many nations. The workmen in the plant are citizens of that country and have steady employment at good wages. The dealers selling and servicing these cars make a profit and employ salesmen and mechanics. Finally, not all the cars assembled

OLYMPIC FORECAST

MOTOR CYCLES WITH IMPROVED ENGINES

LESS NOISE

[By L. H. Cade]

The motor-cycle manufacturers are extremely reticent. They tell us very little about their plans for next year in the fond hope that they will be able to spring surprises which will startle us into a proper recognition of their enterprise when disclosed at Olympia, but I do not think that there is going to be anything startling to engage our attention when the Motor-Cycle Show opens. It will not be fireworks day at Kensington.

The present-day motor-cycle is of a type which has been approved by the general public. It will develop along accepted lines of evolution rather than any adventurous path of devolution. It can be improved, and I am quite sure that we shall see some of these improvements embodied in next year's vintage.

Writing on the Wall

Let us try to stand outside the circle and visualise the motor-cycle from the point of view of the general public. What do we discover? Firstly, that the motor-cycle is a little too ostentatious because of its noise and its "nakedness." Secondly, that it is a power for evil in the hands of young men who are not concerned with the welfare of others.

Obviously, then, it is up to manufacturers to build quieter machines and to adapt the extraordinary power-weight ratio to which machines have attained, to something other than speed. And we shall see that this has been done at Olympia. The manufacturers have read the writing on the wall.

Undoubtedly the motor-cycles of next year will be better than those on the market to-day. We say this every year, and every year it is right. Next year's mounts will not only be quieter, but it will not be possible to ride them noisily except by deliberate intent.

The motor-cycle has lived under a cloud for some years. It has been the scapegoat of the road. It has been blamed for the growing tide of road accidents, and this in spite of the fact that statistics prove it to be the safest of all modern vehicles.

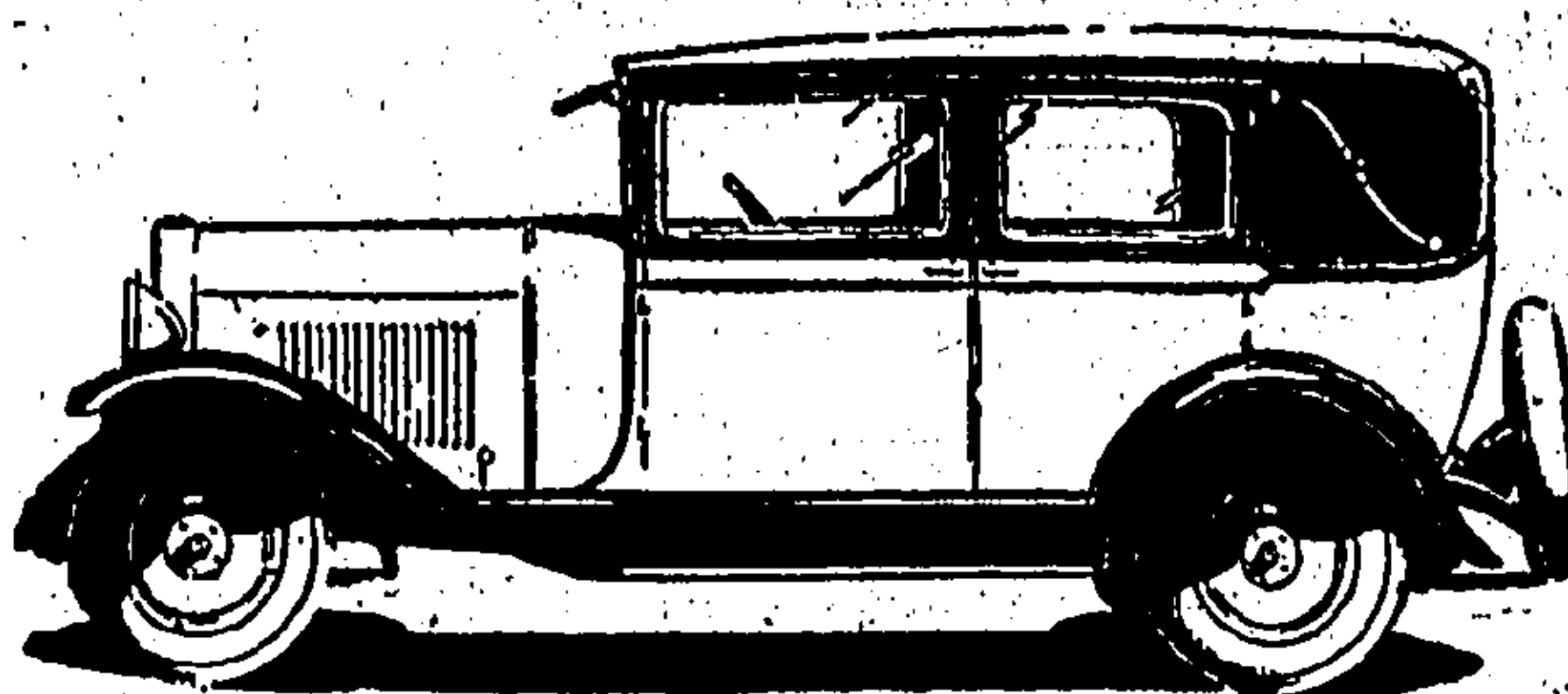
Is Silence Desirable?

It is a debatable point as to whether the absolutely silent motor-cycle is desirable. It seems to me that the terrors of the road to the nervous pedestrian would be increased by the production of motor-cycles which would be noiseless and which would bear down on the road-crosser with the stealthiness which now characterises the big car. But since the civil administration insists on quieter machines, then they will be constructed. Necessity mothers invention.

Better still is the fact that we shall have better protected and more comfortable motor-cycles. I think that we are at the turn of the tide in the matter of superlatively high compression power units. There will be a tendency to lower compressions, and to thereby enhance the comfort of riding, for it is more comfortable to ride what is termed a "woolly" engine machine.

in an overseas country are sold in that country. The surplus cars are exported from that country to a neighbouring nation. For instance, the plant at Antwerp, Belgium, exports cars to Holland and to Switzerland. The cars exported help establish a trade balance in favour of Belgium by offsetting those things which Belgium must buy from Holland and Switzerland. And so it goes that the prosperity of this large concern is becoming interwoven with the commerce and trade of many peoples.

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Everyone is talking of the wonderful appearance of the new Oldsmobile Six. Its lines are typical of the latest trend in automobile smartness. One of the outstanding cars of 1928, it has been the subject of widespread praise and admiration.

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The smart voguish beauty of the new Oldsmobile marks it as one of the outstanding style leaders of the year.

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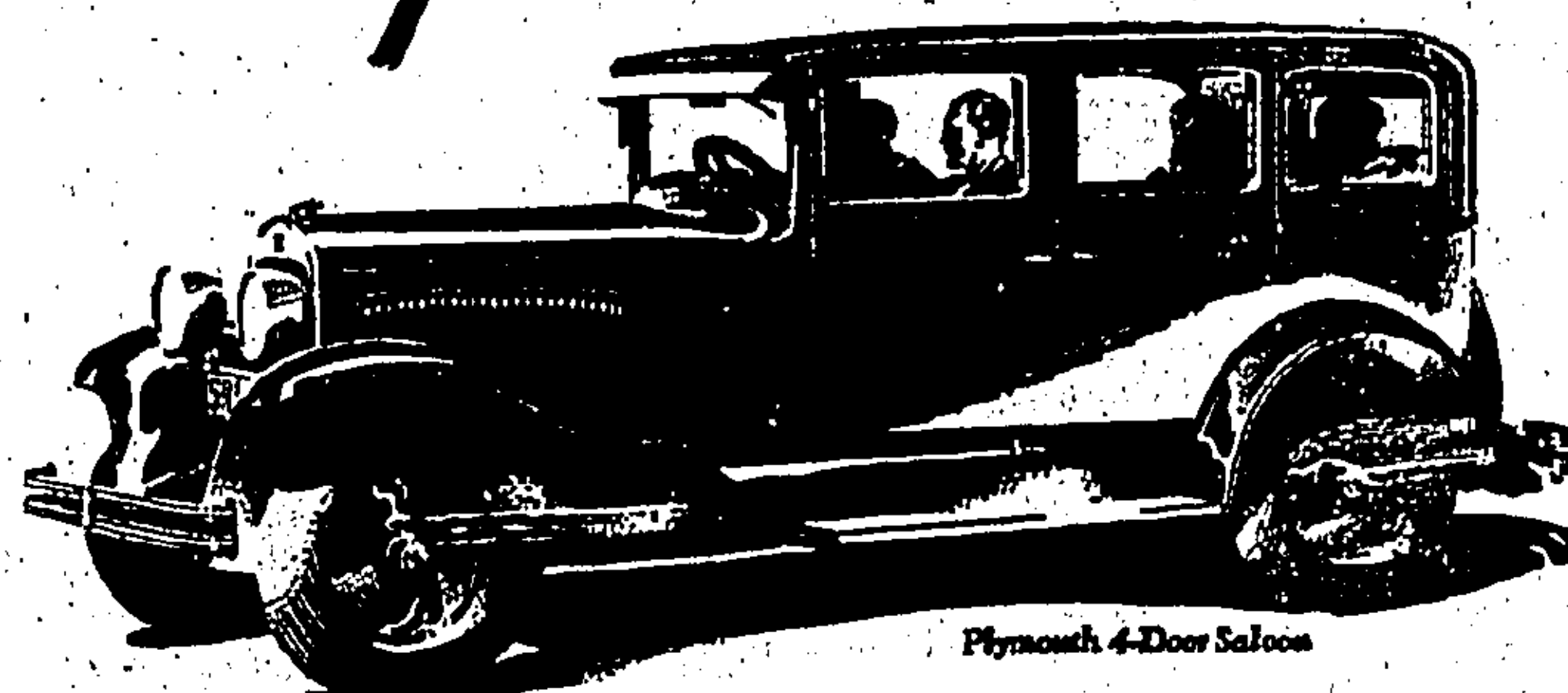
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asked what is only an obvious question after seeing the new Plymouth—"Can enough be built to meet the demand?"

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A Narrow Shave!



Racing through pitch black countryside in an effort to reach Lakehurst Flying Field in time to go aboard the "Graf Zeppelin" for her return flight, the automobile of Joseph D. Jessel (inset) struck a bump, twisted out of its driver's hands, and ploughed down an embankment with the result shown in the picture. Jessel reached the innager with only a few minutes to spare.

THE MOTORISTS' PAGE

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CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4759.
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STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL—Lane, Crawford, Ltd.
WHIPPET—Gilman & Co., 4, Des Voeux Rd, C.
WILLIS-KNIGHT—Gilman & Co., 4, Des Voeux Road Central.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GUY—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4759.
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TYRES AND ACCESSORIES.

ACCESSORIES—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES—The Duro Motor Co., Nathan Road, Kowloon. K.226.
AUTO-TOTAL FIRE EXTINGUISHERS—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
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STOCK CARS

HOLDERS OF MANY
RECORDS
WORLD-WIDE

Announcement recently that the International Association of Recognised Automobile Clubs in Paris had officially confirmed five world records established by Studebaker's President. Eight at the Atlantic City Speedway near New York, adds another link to the chain of international performance achievements established by Studebaker-built cars during the past year, according to the local Studebaker-Erskine dealer.

"Studebaker now holds 114 official American stock car records, all made under the sanction and supervision of the American Automobile Association, America's highest motoring authority. The most recent and spectacular achievement was the run of the four President-Eights of 30,000 miles at speeds from 64 to 68 miles an hour. This feat eclipses any record ever made in the history of transportation."

"In Europe, South America, Australia,—wherever motor cars are known, Studebaker-built cars have won honours in the most severe competition," he said.

"In Australia, a stock Studebaker Commander roadster, not long ago broke 48 existing Australian records and established a virtual monopoly on that continent's speed marks. Driven by Norman Smith, motor editor of a Sydney newspaper, The Commander shattered all period records for 24 hours and for distances from 100 to 1,700 miles, and later travelled 3,711 miles in 147 hours and 32 minutes to establish a new trans-Continental record from Fremantle to Brisbane."

"In Europe virtually every Studebaker model has scored performance triumphs. One of the most recent victories was won in Poland when a stock model Erskine Six Sedan driven by S. Zychon triumphed over 120 competitors in the "Star Race," sponsored by the Automobile Club of Lodz, by covering 1,108 kilometres in 17 hours, 43 minutes."

"Up in the steep passes of the Alps, two Commanders recently captured highest awards for cars of their class in the 2,939-kilometre VII ADAC Reichsund Alpenfahrt, German reliability trial."

"During the Eindhoven (Holland)—Paris Reliability run last year four Studebaker Directors captured the team prize and individual gold medals as a reward for superior performance. Driven by an amateur driver, another Director blazed a new trail across Europe in a round trip between Paris and Saloniki, Greece."

"In England the Erskine qualified for gold medal awards in both the London-Land's End and London-Edinburgh Reliability Trials, two of the most important tests of last year."

"In India, an Erskine Six Tourer driven by C. E. Perry set a new record between Rangoon and Mandalay by covering 502 miles over poor roads in 84 hours. The previous record for the trip was 5 1/2 days."

NEW FEATURE

BRIGHT GOLD METAL FOR EXTERIORS

A new feature of luxurious motor car coachwork which made its first appearance at the international automobile salon in Paris is the use of a bright golden metal for exterior hardware and bright metal work such as bumpers and door handles. Though its cost is high for automobile use, noted coachmakers have greeted its appearance with intense interest and many predict its quick adoption for use on the most luxurious cars.

The car on which this beautiful new metal made its debut is Studebaker's luxurious Louis XIV limousine, mounted on the President Eight chassis and displayed at the Studebaker stand in the Grand Palais.

Bumpers and door handles are of this bright golden metal in keeping with the luxury of the interior finish, which is carried out to symbolise the luxury of the period when the court of Louis le Grand was the greatest in Europe.

Coachmakers see in the new process a metal which will permit them to vary the nickel and chromium now so widely used for headlamps and other plated exterior metalwork on fine motor cars.

IN BRITAIN

STATE OF THE MOTOR
INDUSTRY
A SURVEY

The Society of Motor Manufacturers & Traders Ltd., has recently issued an authoritative survey of the Motor Industry of Great Britain and from the information collated therein several interesting points in connection with the British Motor Industry are illustrated.

Growth of Output

Possibly one of the most striking characteristics of the British Motor Industry has been its expansion in the matter of the output of its factories, for in twenty years it has increased production from 12,000 cars and commercial vehicles, which was the sum of its efforts in 1907 to 209,000 in 1927. Of this latter total the number of cars produced was 157,000 while the balance of 52,000 represented commercial vehicles. In this latter connection it is interesting to note that the number of commercial vehicles alone is nearly five times as great as the total number of vehicles produced twenty years ago, while the number of cars is nearly fourteen times as great. This increased production has naturally had the result of decreasing the ratio of cars to population and while in 1917 there was only one car to every 550 persons there is now one to every 56 persons.

With increased output it is satisfactory to notice that prices have fallen until—at the present time, taken on a gold basis (i.e. in pre-war money) the current prices of private cars and commercial vehicles are 50.1 per cent. and 38 per cent. respectively below the pre-war level. A further point in connection with 1928 prices is the radical advance in design, performance and equipment both of cars and commercial vehicles. As compared with 1914 to-day's prices include in most cases spare-wheel, four wheel brakes, lighting and starting equipment, speedometers etc., which were all extras on pre-war models.

Exports and Imports

British Exports during 1927 still showed an increase over 1926 despite the conditions prevailing. In the second half of the year in one important market. It is interesting to note that while in 1923 the total number of vehicles exported by the chief producing countries was 271,746 of which Great Britain's percentage was 2.3 per cent. It had risen to 330,233 in the first six months of 1928 and the British Manufacturers' percentage of the total exports had doubled.

The import of complete commercial vehicles into Great Britain during 1928 has dwindled to a negligible quantity while there has been an increase in the number of chassis and complete private cars. For the nine months ending September 1928, the total value of Exports of Vehicles, Chassis and parts exceeded that of Imports by £1,341,965.

Employment and Wages

The Motor Industry is now one of the most important in Great Britain and while in 1907, the numbers of people employed directly in the Construction and Repair of Road Motor Vehicles (excluding Motor Cycles) and in the manufacture of parts, accessories and tyres for the same was 34,000 and the average earnings of all skilled and unskilled men were 40/8½ per week, the numbers employed in 1927 had increased to 257,000 earning on an average 80/7¼ per week.

Traffic in Shanghai, China, is the most diverse in the world, ranging from rich and wheelbarrows to the latest models of motor trucks and limousines.



Blakenburg, Germany, the new Blakenburg "Rak" rocket car, carrying at a terrific speed. The strange car, driven by gun-power, passed its rivals successfully. The inventor, Valter, it will be remembered, formerly worked with Fritz von Opel, the German car manufacturer, who also built a rocket car.

NEW CARS

CHRYSLER CO. PRESENT
THREE
INTERNAL EXPANDING

Following the announcement of an entirely new car, "The De Soto," with promise of its appearance within a short period, Walter P. Chrysler, president of the Chrysler Corporation, has presented to the public three new automobile creations; namely, the Chrysler "Flymouth," the new car which the Chrysler Corporation has built to compete in the low-priced field, and the two new models in the regular line of Chrysler cars, the "65" and the "75."

The "Flymouth" has entirely new developments both in body and chassis design. With Chrysler engineers concentrating every effort on the production of a model which would compare favourably in operation and effect with high-priced cars, a distinctive and individual creation has been accomplished which, it is prophesied, will make over the whole fabric of the low-priced field.

Radiator lines are new and smart; the whole silhouette is sleek and graceful, the body itself low-slung and well balanced. A delicate problem in dynamics was adequately met with the installation of a high power engine which operates smoothly and easily at all speeds.

Safety Factor

The Chrysler "Flymouth" is the only car in the low-priced field with the safety factor of Internal Expanding hydraulic four-wheel brakes, wet weather does not affect their efficiency and dirt is kept out of them. Combined with these features are moulded brake linings, hitherto found only on cars of far more expensive construction. The "Silver Dome" perfected high compression cylinder head, uses any grade of fuel.

Other revolutionary features of the new car are the generosity of body lines and unusual leg room and head room, resulting in a maximum of comfort for passengers; moulding treatment which permits of greater distribution in the choice of colourings, and the new slender profile radiator shell and new bowl-shaped headlamps, both chrome plated, insuring permanent brightness and beauty.

A study of further specifications of the line of "Flymouths" serves only to reinforce the idea that the low-priced car field has been completely revolutionised by the appearance of this latest Chrysler innovation.

New Designs

The full crown, fenders have a broad, gentle sweep, and completely protect the front of the car from splashes. The radiator is high and distinctive. Doors are wide, and those for the closed bodies are equipped with large windlances to prevent drafts. Seat cushions are of the easy riding, form-fitting type. Hardware is satin finish. Throttle, bright and dim light control levers and horn button, are at the top of the steering post. The instrument panel is indirectly lighted, and is controlled by an independent switch conveniently located.

The "65" and "75" in the Chrysler line are entirely new, both in style and design. Standardised quality has permitted lower prices than ever before, while the distinctly new features both in mechanical equipment and body design have resulted in the presentation of a motor car which is unusual and distinctive. Graceful curves of the body lines for both cars have been achieved by a harmonisation of all detail as to line. Crowned roof, arched windows and hood side panels contribute to carry out this effect. Full crowned "air-wing" fenders, lower, broader and more sweeping, synchronise with the sleek body. Radiator, hood and cowl

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11, Queen's Road, E.
Tel. C. 575.

are all higher. There is a distinct innovation in the radiator shell design. Both head and cowl lamps are ingeniously mounted, concealing all bolts, nuts, wires and grommets. Non-shatterable windshield glass is standard equipment for the "75."

Insulated Bodies

The entire body in both "65" and "75" models is mounted on rubberised fabric shims to promote quietness and prevent loosening of hold-down bolts. Seats are wider and roomier, with greater leg room and head room; upholstery and body trim finer and more durable. Brilliant new colours are offered for each of the six body styles. Both models are equipped with Lovejoy hydraulic shock absorbers all around.

Bodies and engines of both cars are wholly insulated against transmitting shocks to each other by the new type Chrysler engine mountings having rubber plates between the frame and engine supports.

All rumble seat body styles, both in the "75" and "65," are completely finished with heavy tilted rubber mats on the tilted floors, heavy leather seats, wider than before, arm rests and other conveniences.

Other features of the new models are light action, Internal Expanding hydraulic four wheel brakes, with which are used moulded squeakless brake linings; and the use of new Isc-Therm Invar pistons.

Other Points

An interesting sidelight on the "65," which speaks volumes for the progress in the automotive world in general and for Chrysler incentive and integrity in particular, is that the new model, roomier, more luxurious and equipped with a finer and larger engine than Chrysler's first famous car of four years ago, is sold at a much lower price. Many features heretofore exclusive to the higher priced Chryslers are now included in the "65." Like the "75" and the Imperial "80," its seven bearing crankshaft is counterweighted. This is the first time such a feature has been incorporated in any car even approximating the price of the "65." The engine develops 85 horse power and a car speed of 85 miles an hour. The "75," which is equipped with the "Silver Dome" engine using any

grade of fuel, has all of the late features of the "65" plus a few innovations which automatically are demanded of the higher grade model.

Automatic thermostatic radiator shutters expedite engine efficiency in cold weather, and add to the frontal appearance of the model. A duplex channel frame gives greater rigidity and finer high speed operation. The automatic windshield wiper has an automatic return which keeps the wiper out of driving focus at all times when not in use.

Voluntary expression from Chrysler owners everywhere, born of their enthusiasm for the results secured from their cars, reveal that this great motor car organisation has consistently engineered, designed and produced cars combining durability and long life with exceptionally low maintenance and operating costs.

Though the original Chrysler cars are to-day only four years old, the company records show that many of them have already exceeded 100,000 miles.

Mr. C. G. Grove, a Los Angeles, California, real estate man, is believed to have driven a Chrysler further than any other person, even including the factory test pilots. Several months ago his "70" roadster had already covered 180,000 miles. His total repair bill for that distance in addition to fuel, oil, and tyres was not over \$150.00.

According to Professor C. E. Griffin, of the University of Iowa, who investigated the history of 100,000 cars, the life of an automobile is seven years.

**ENGINE
TROUBLE**

? PHONE
C. 3193

LANE, CRAWFORD'S
GARAGE.

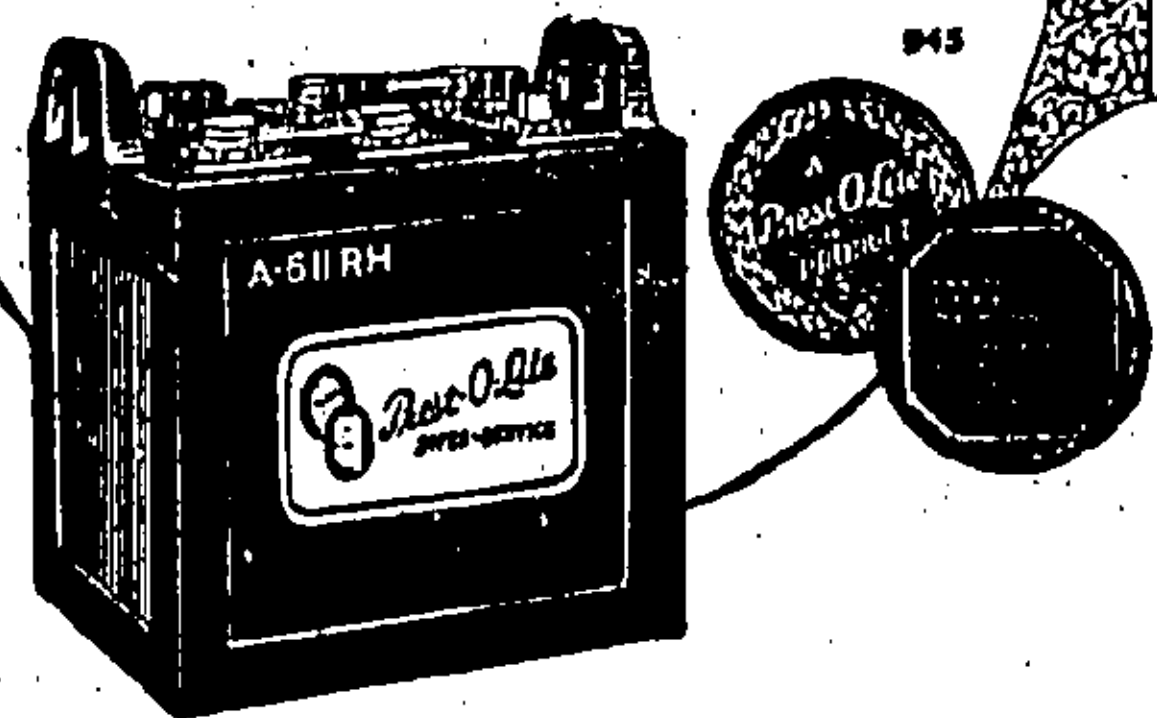
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PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

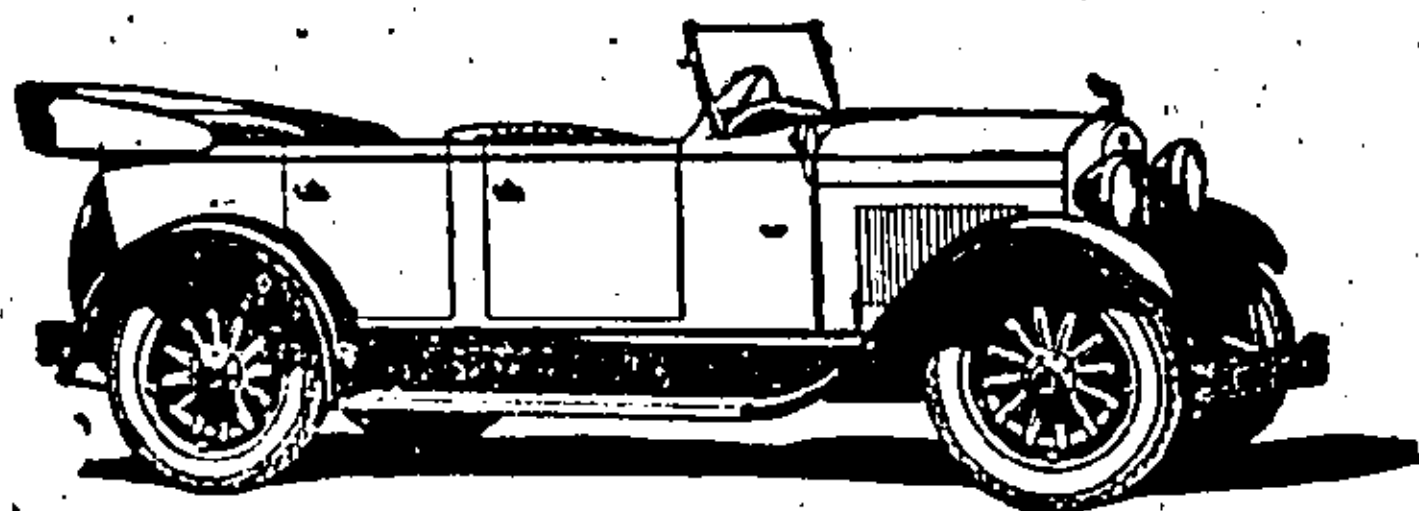
The separators in this battery are made of especially selected and treated cedar—for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

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\$2,250

1929 Model

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MERITS COMPARED

LIGHT CARS AND SIDECARS IN COMPETITION

WHICH IS BETTER?

We are sure to hear a great deal relative to the merits of the baby cars and the powerful sidecars. In comparing one with the other, the problem will be found not easily solved. The sponsors of the former will tell us that four wheels are better than three because they permit the provision of greater comfort and cleanliness.

They will be right. But they will not remind us that the sidecar costs very much less to buy and to maintain, that it has a very much better road performance, and that, so far as the passenger is concerned, the sidecar occupant is more comfortable than any of the passengers in an ultra-light car.

There will be sidecars at Olympia which will compare with the most expensive of salon cars so far as passenger comfort is concerned. They will have dainty little superstructures of the salon type, and, in some cases, will be very much better "all purpose" bodies than the Sunshine models which are to be seen in such profusion at the motor show.

The light car is bound to make further progress because it is such a fine proposition, but it will not encroach on the motor-cycle market to any great extent.

Prices

No official announcement has been made as to the prices which will obtain next year, but it is understood that they will be about the same as those which prevail at present.

There may be one or two motor-cycles whose list prices will be very little in excess of £20, but the potential rider should not look forward to any appreciable cuts.

U.S. MOTORDOM

GLIMPSE BEHIND THE SCENES

A TOUR

The 150 members of the Allgemeiner Deutscher Automobil-Club who made a 2,000-mile motor tour of leading cities in the eastern half of the United States and Canada during October, were given a glimpse behind the scenes of American motordom on October 19 when they were entertained in South Bend, Indiana, by the Studebaker Corporation of America.

During the course of their visit to Studebaker headquarters they obtained a first hand impression of the factors that have contributed to the success of the American automobile.

The German motorists, who made their motor tour under the auspices of the American Automobile Association, were met by a cordon of police west of South Bend and escorted around Studebaker's Proving Ground en route to the city. They were later taken on a trip through the various manufacturing and assembly departments of the factory and entertained at a banquet in the Studebaker Administration Building. The party of visitors was welcomed in an address by Albert Russel Erskine, President of the Studebaker Corporation of America.

While the German visitors were much impressed by the magnitude of Studebaker's operations and the extent of its manufacturing facilities, they were particularly struck with the care and thoroughness of the testing they were able to observe in the research laboratories and on the Proving Ground. With such a background, members of the party declared, it was inevitable that American cars should set a high standard of performance under the extremely varied conditions they are called on to meet in overseas service.

ERSKINE SIX

STOCK MODEL SEDAN'S HONOURS

OVER MOUNTAINS

Highest honours in the Barberton Reliability Trial, South African motor classic, was won by a stock model Erskine Six Sedan, according to word received by the Studebaker Corporation of America. The Erskine, piloted by Alec Mackintosh, amateur driver, scored 966 points out of a possible 1,000, to win the grand national cup, two gold medals and a certificate of merit.

The Barberton Reliability is an annual event organised by the Rand Motor Cycling Club, Johannesburg, Transvaal, and is open to all types of private motor vehicles and both amateur and trade drivers. This year the test was conducted over a specially selected course of approximately 400 miles.

The first day's run led from Johannesburg through Delmas to Witbank, Middleburg, Wonderfontaine, Carolina and 83 miles over the mountains to Barberton, a distance of 250 miles. The return trip was made over the same route two days later.

Specified Speed

Based on engine capacity and class of driver, each competitor was required to maintain a specified speed throughout the test. Officials were stationed at five open control points and two hidden checking points. Failure to maintain the specified speed and arrive on time at each checking point resulted in the loss of one point for each 30 seconds the entrant was behind or ahead of scheduled time.

Thirty-four contestants entered the trial, of which seven failed to start. Nineteen completed the run, the Erskine-Six leading with 966 points, and followed by two competitors who tied for second with 957 points.

The triumph of the Erskine Six in winning the South African event adds another performance feat to the long list of records held by Studebaker-built cars, among which are five world records, 114 official American records and 48 Australian records.

TEAMWORK

HOW IT PAYS IN AUTOMOBILISM

[By Alfred Reeves, General Manager, National Automobile Chamber of Commerce. Address delivered at Sixteenth Annual Meeting, Washington, D.C., May 7-11, 1928.]

Relations with the railroads and with the steamship companies are cared for by a department of traffic experts who aid the transportation companies as well as conserve the interests of motor companies in rate-making, routing and similar subjects.

Last year automotive and allied freight amounted to 3,267,000 carloads.

Saving on Unboxed Automobiles

We now have five steamships travelling to Europe especially equipped to carry unboxed motor cars which means an average saving of \$65 a car in freight alone, and lays the car down for the European market at least \$100 less than could be done in the old-fashioned way.

"Installment selling" was a much abused term in the years gone by, but thanks to the good sense of men in the motor industry, it is now on a solid basis and a respected part of the banking community as well as of many industries. They declared a healthy basis for the sale of a car was 33.1/3 per cent. down payment, the balance in 12 equal installments.

Installment sales of motor cars decreased last year to about 60 per cent. of total sales.

Legislation, city and federal, requires a lot of attention because there seems an ever present belief that the motor vehicle owner is a fit subject for increased taxes. Favourable Proper Taxes and Control

We are in favour of fair taxes when the money is placed on the highways and have well defined policies covering the control of traffic, speed, size and weight of vehicles, and compulsory insurance.

We have invariably found that while the guidance of a lawyer is helpful, presentations to law making bodies bring the best results when the manufacturers appear and tell their own story for or against suggested legislation.

More than 40,000 of our 86-page book of Facts and Figures, are distributed throughout the world and a copy is available for anyone in this room who is interested.

122 Standards on Motor Cars. There are now 122 standards on motor cars, all with a view to lowering costs so that the car can be delivered to the user and maintained at the lowest possible cost. They do not hamper individual designs in cars.

Our fuel investigations and our headlight research are important factors in the present day use of motor cars.

Promotional Work by Invitation. Of probably the greatest importance is the promotional work long carried on here and now being undertaken in those foreign countries which invite us to send our missionary, not tell them cars, but to furnish ideas on highway transportation.

Here is a board, constructive work that benefits every manufacturer, whether located in England, France, Germany, Italy or any other producing country.

Our lectures, almost always speaking in the language of the country, with thousands of feet of moving picture film, undertake to show how motor cars can be used most efficiently; how bankers can profit by becoming a part of the industry; how highway commissioners may be helpful in their highway progress and how dealers can best find prospects, finance sales and maintain proper service. It is a broad-gauged mass salesmanship idea, with a view to educating and helping those in other countries and making it unnecessary for them to go through the experimental stages through which we passed during the last 20 years.

Our man lecturing in Tokyo in his second trip round the world; the one travelling through Central America, lecturing in Spanish, with his "movies"; another one about to start for South America, and a fourth, for his annual visit to the European countries, are just instances in this campaign that we believe is mutually helpful.

Benefits Exclusively for Members

On the other hand, there are many benefits that accrue only to our members, as seems fair and proper.

Of outstanding importance is what we term the Cross-Licensing Patent Agreement.

After an expensive patent suit many years ago, and wishing to be free from patent litigation the industry entered into an agreement under which manufacturers were permitted to use the development patents of their fellow members without the payment of money royalty.

Each manufacturer contributes his own patents and in return receives licences under the patents of all other manufacturers entering into the agreement.

Cross Licences

More than 700 patents are now included in this arrangement and any legitimate manufacturer who joins the Chamber contributes his patents and receives licences under all the others. Design patents and those of a revolutionary character are excepted.

The basis of this agreement was to provide the best possible car for the final buyer. It permitted each manufacturer to make the best car the known art permitted, without being subject to law suits.

That it has worked well is evidenced by the fact that not a single patent lawsuit has been brought among our members during the past fourteen years, and the agreement was recently renewed for a five-year period.

Patents Excepted

Only patents of a revolutionary character were excepted and none appeared during that period.

This department also handles patent matters for the industry, arranges for community rates to the advantage of both members and inventors and is the point of contact for manufacturers in considering valid patents held outside of the industry.

We hear so much about business secrets that it is startling to know that our members exchange their production reports monthly.

This makes for proper planning and eliminates the old-fashioned idea that you must have a spy in the other man's factory to learn what is going on.

OBSTRUCTION OBTRUDES

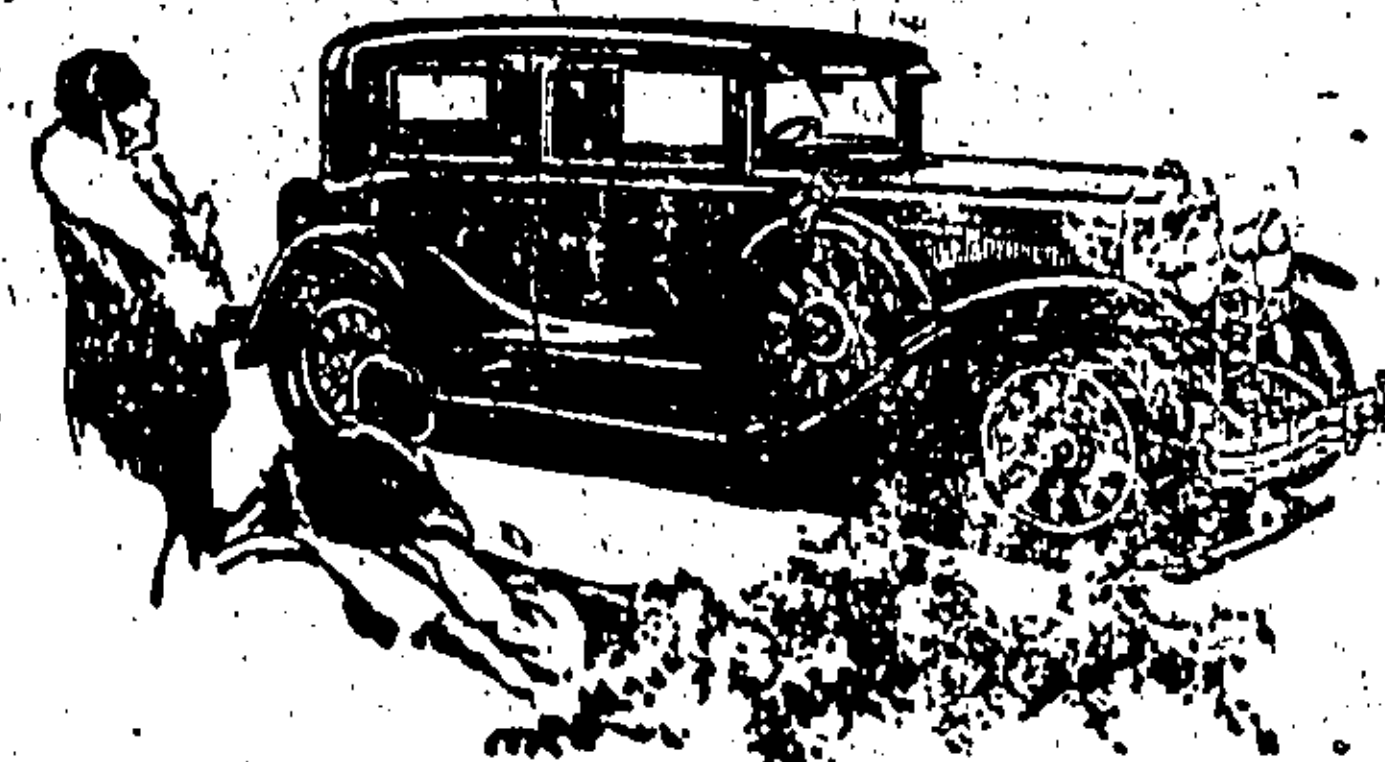
It is interesting to note that of 2,155 motoring offences committed in Paris during July, obstruction was by far the most common, accounting for no fewer than 483. Next came offences against the lighting regulations with a total of 268.

A world car show in New York City as a prospect for the year 1929.

A formal offer of space for exhibiting purposes has been made to European manufacturers for next year's show at the Grand Central Palace through the Permanent Bureau of International Automobile Constructors in Paris, by the National Automobile Chamber of Commerce.

In the event that foreign manufacturers accept the invitation it is proposed to set aside a total of 11,000 square feet of floor space to accommodate the imported exhibits.

The new Buick is the new Style



If you want beauty—if you want luxury—
if you want up-to-the-minute smartness—
there's only one choice... the choice of
America... the new BUICK with
Masterpiece Bodies by Fisher....

From one end of the country to another—in New York, in Miami, in Chicago, in Los Angeles, and all towns between—overwhelming praise for the distinctive beauty of the Silver Anniversary Buick with new Masterpiece Bodies by Fisher!

All agree that here is a new style—a new mode—an entirely different and original interpretation of motor car beauty, forecasting the trend of smart body-design for months to come.

And all are voicing their approval in steadily mounting demand—a demand several times greater than the demand for any other automobile that makes even the slightest bid for comparison with this new Buick!

Thrilling new lines—graceful contours—gently rounded steel panels at sides and hood, the most expensive steel panel work employed on any automobile in the world—lend matchless charm and beauty to the Buick silhouette.

Vivid new colors—smartly contrasting chrome-plated headlamps and cowl-lamps—striking new radiator, fender and bumper design—impart added dash and distinction.

And wonderful new interiors—with new adjustable front seats and full-width rear seats—new velvet mohair upholstery—and the most attractive hardware and fittings—all combine to form ensembles of rare and distinguished artistry. It's the new style—the new mode—in motor cars!

The Silver Anniversary BUICK

WITH MASTERPIECE BODIES BY FISHER

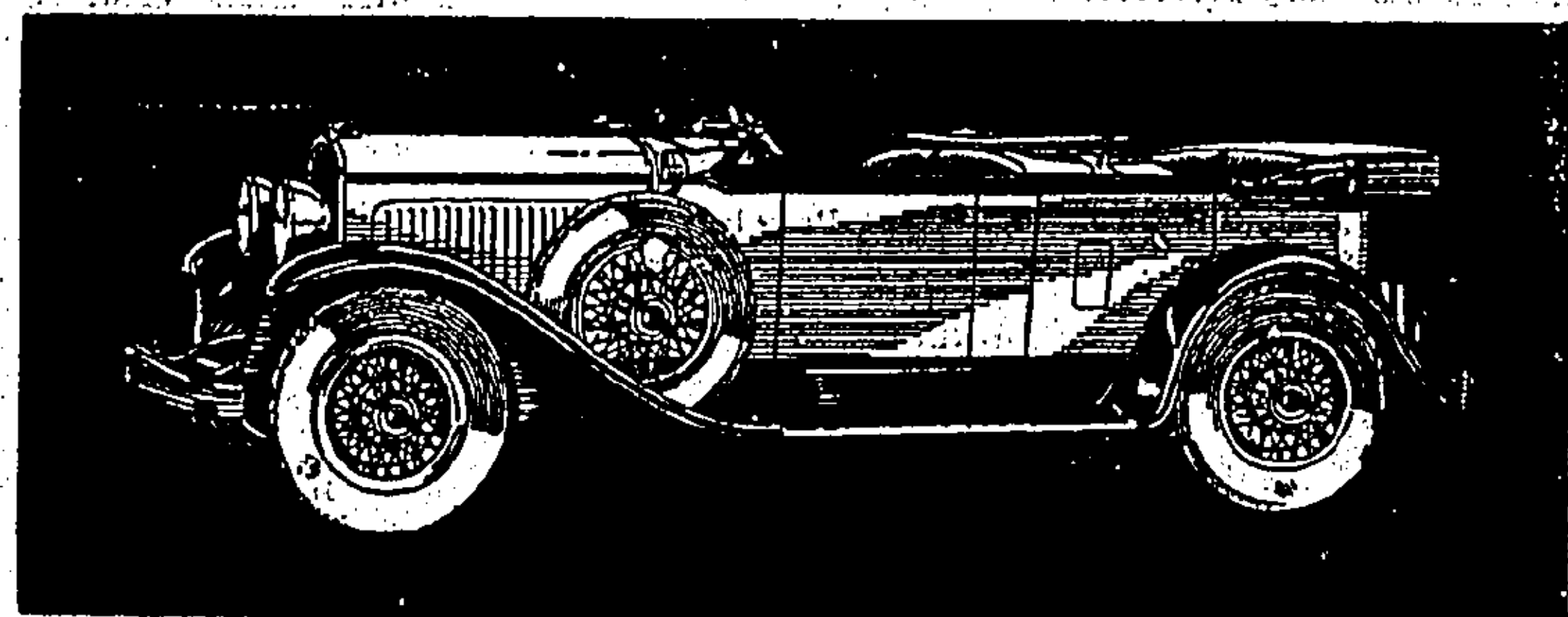
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

Not Chrysler—but the Chrysler Public



BBROADLY speaking, the measure of any man's success is the size of the public behind him.

He grows as his public grows—as his acts are approved in increasing volume by an increasing public.

These few words tell almost all there is to the Chrysler story—or give, at any rate, the root-reason why Chrysler looms large on the motor car horizon.

Chrysler has never halted or hesitated, because Chrysler is free and has no obligations to anyone but its own public—no limit except the limit of its own creative powers, its own energy and enthusiasm, its own faith in the boundless resources of the nation.

Chrysler quite frankly confesses its intention to try to surpass other cars and other manufacturers—quite frankly admits an enthusiastic ambition for continued leadership in value giving—quite frankly intends to leave nothing undone to earn and deserve and hold the greatest motor car public in all the world.

This, it seems to the Chrysler management, is the urgent need of every manufacturing institution which aspires to satisfy a swiftly-moving public—to realise that it does move, that yesterday is dead, that laurels wither, that today is gloriously alive, that tomorrow calls clamorously for greater and greater endeavor.

Due to arrive per S.S. "President Mackinley."

Price \$4,300

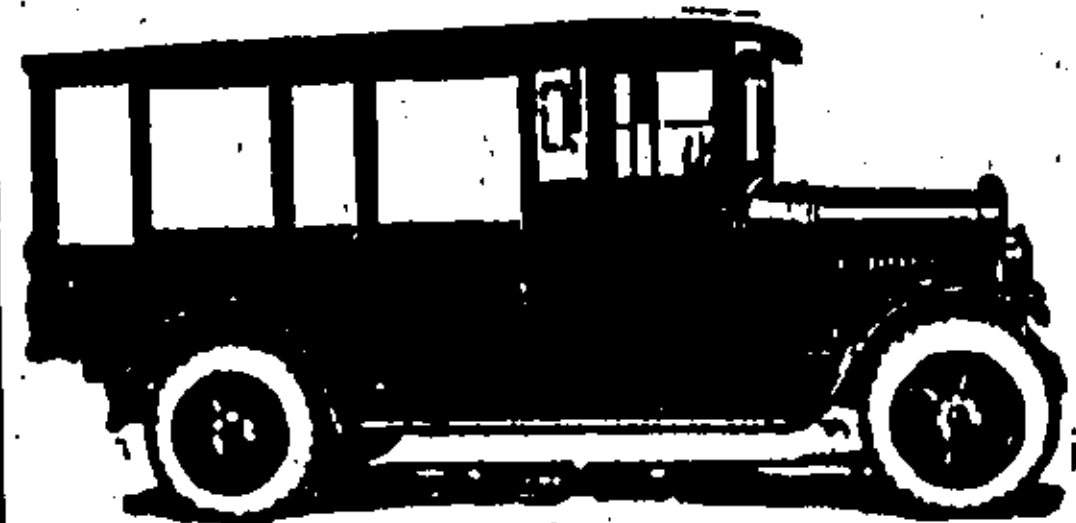
Completely equipped, with rear windshield and 6 wire wheels.

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Tel. C. 1219.

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Percival St., Wanchai.
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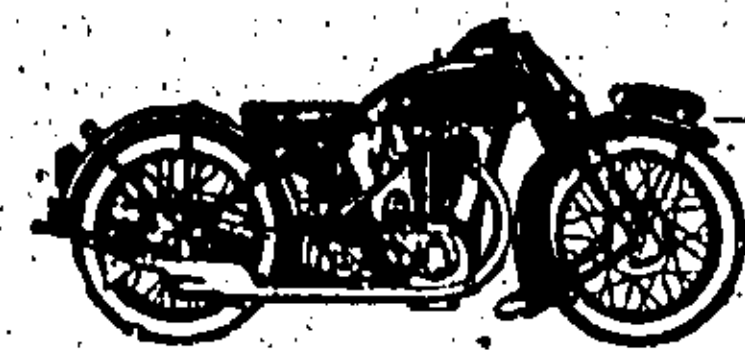


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1-7 1/2 Ton Capacity.
Sole Agents:—
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HONG KONG, THURSDAY, NOVEMBER 29, 1928.



ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.

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19, Queen's Road C. Telephone C. 1219.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"DIOMED" 11th Dec. Marseilles, London, Rotterdam & Hamburg
"HECTOR" 24th Dec. Marseilles, London, Rotterdam & Glasgow
"PERSEUS" 8th Jan. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"GLADIUS" 20th Dec. Genoa, Harve, Liverpool & Glasgow
"TYDEUS" 20th Jan. Genoa, Harve, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA 13th Dec. Victoria, Vancouver & Seattle
"TYNDAREUS" 3rd Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"EUMAEUS" 11th Jan. New York, Boston & Baltimore

INWARD SERVICE.

"TELEMACHUS" Due 4th Dec. For Shanghai, Kobe & Yokohama
"PHILOCTETES" Due 8th Dec. For Shanghai, Moji, Kobe & Yhamas

PASSENGER SERVICE.

"HECTOR" 24th Dec. Singapore, Marseilles & London
"AENEAS" 22nd Jan. Singapore, Marseilles & London

*Sails at daylight
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

XMAS LETTER MAIL "VIA SIBERIA" FOR GREAT BRITAIN.
Xmas Letter Mail "via Siberia" for Great Britain will be closed in the G.P.O. at 12.30 p.m. on Saturday 1st, Dec., per s.s. *Chenonceaux*.
This mail should reach London about the 22nd December.

It is notified for general information that dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

INWARD MAELS.

From	Per	THURSDAY, NOVEMBER 29.
Straits	Cremer	29.
Japan	Tanda	
Shanghai and Amoy	Luchoy	
FRIDAY, NOVEMBER 30.		
Japan and Shanghai	Kitano Maru	
Japan, Shanghai & Europe via Siberia (London, 8th, 9th and 10th Nov.)	Karmala	
SATURDAY, DECEMBER 1.		
U.S.A., Honolulu, Japan and Shanghai	President Harrison	
Shanghai and Swatow	Soochow	
Saigon	Chenonceaux	
SUNDAY, DECEMBER 2.		
Europe via Negapatam (Letters and papers, London, 1st Nov.)	Kutsang	

OUTWARD MAELS.

For	Per	THURSDAY, NOVEMBER 29.
Manila and parcels for Germany	Ruhr	3.30 p.m.
via Hamburg	Clara Jensen	3.30 p.m.
Saigon	Gladius	3.30 p.m.
Shanghai	Chung On	4 p.m.
Sam Shui and Wuchow	Golden Hind	4.30 p.m.
Saigon	Cremer	10.30 a.m.
FRIDAY, NOVEMBER 30.		
Swatow and Amoy	Tilawa	
Straits and Calcutta. Parcels 11 a.m. Letters Noon	Hayang	1 p.m.
Swatow, Amoy and Foochow	Kuelchow	2.30 p.m.
Wei Hai Wei		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 30th Dec. K.P.O. Registration (Nov. 30) 4.30 p.m. Letters (Dec. 1) 9 a.m. G.P.O. Registration (Dec. 1) 8.45 a.m. Letters (Dec. 1) 9.30 a.m.	Kitano Maru	
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 16th Dec. Parcels (Nov. 30) 5 p.m. Registration (Dec. 1) 9.15 a.m. Letters (Dec. 1) 10 a.m.	Tanda	
SATURDAY, DECEMBER 1.		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 29th Dec. K.P.O. Registration (Nov. 30) 4.30 p.m. Letters (Dec. 1) 9 a.m. G.P.O. Registration (Nov. 30) 5 p.m. Letters (Dec. 1) 9.45 a.m. Letters (Dec. 1) 10.30 a.m.	Karmala	
Formosa	Sanuki Maru	10 a.m.
Shanghai, Japan and Europe via		

*Correspondence bearing vessel's name only.

SOVIET & 'DANGEROUS MEMBERS' RESIGNATIONS

UGLANOV AMONG THOSE WHO HAVE GONE

NEWS OF TROTSKY

Riga, Yesterday.

A number of officials of the Communist Party, who have been identified with what Stalin calls "dangerous members of the right wing," who urged the Communist Party to alter its rural industrial policy in order to improve the food supplies, have resigned, including Uglanov, deputy member of the Political Bureau and one of the most prominent leaders in the Moscow Committee.

The party have appointed Molotov, Bauman and others to fill the vacant places.

Exiles in Siberia

Berlin, Yesterday.

A letter (which has not been published in Russia, but published in a Communist paper here) was written by Radek to the Executive of the Russian Communist Party from Tomsik pleading for the recall of Trotsky, "whom malaria is destroying."

Radek declares that other exiles in Siberia are seriously ill.—Reuter.

AIR PIONEER

THE DEATH OF FRANK HEDGES BUTLER

MAN OF MANY PARTS

London, Yesterday.

The death is announced of Mr. Frank Hedges Butler at the age of 73.—Reuter.

[Mr. Butler was a man of wide interests and experiences; and at one time or another had visited almost every part of the world. He was a keen motorist and was the first treasurer of the Royal Automobile Club, and founder of the Royal Aero Club. He was also interested in ballooning, and had made a number of ascents in all over a hundred free balloon ascents, including the record longest distance in England, done alone, in 1902, and the record of the world for the longest cross-Channel sea voyage from London to Caen in Normandy in 1905. He was a pioneer of the aeroplane in 1908. Mr. Butler was also a talented violinist, and founder of the Lyric Club Orchestra and the Imperial Institute Orchestra. He had written many books and articles upon aeronautics and travel.]

NEW MEASURE

LOCAL GOVERNMENT BILL'S SECOND READING

LABOUR MOTION DEFEATED

London, Yesterday.

The House of Commons, after a three days' debate, defeated, by 844 votes to 185, the labour motion for the rejection of the Local Government Bill which then passed its second reading.—Reuter.

NEW PLAY RECORD

£32,247 DEAL IN SEATS

"FUNNY FACE"

What is stated to be a record deal in seats has been made by the libraries over "Funny Face," the musical play which, with Mr. Leslie Henson, Miss Adele and Mr. Fred Astaire, came to the Princes Theatre, London, on November 8. Seats to the value of £32,247 have been bought up.

"I think I am right in saying that this is a record for any play before its London production," Sir Alfred Butt, who presents "Funny Face."

The piece had been seen in Liverpool and Birmingham and it is at present at Cardiff.
The application for reserved seats for the London first night were "overwhelming in number."

PEKING SYNDICATE

Shanghai, Yesterday.

The Consul, Mr. Harold Porter, has been appointed general manager of the Peking Syndicate in place of Mr. Kenrick, who is retiring.—Reuter.

TRIBUTE TO LORD THOMSON

OFF TO AMERICA

TO REPRESENT THE AIR MINISTRY AT CONFERENCE

FORMER LABOUR MINISTER

London, Yesterday.

The Air Ministry announces that Lord Thomson sailed in the "Majestic" to-day for the United States, where he will represent the Air Ministry at the International Conference on civil aeronautics, which is to be held in Washington from Dec. 12 to 14.

Lord Thomson was Secretary for Air in the Labour Government of 1924 and his appointment is, therefore, a remarkable tribute to him as an authority on aeronautics.—Reuter.

THANKSGIVING DAY

HOLIDAY FOR AMERICAN CITIZENS

CUSTOMS FOR GENERATIONS

To-day is Thanksgiving Day, and is observed by American citizens in Hong Kong as one of their official holidays.

Locally there is organised function such as is held annually in Shanghai with the Consul-General for the United States taking the leading part.

President Calvin Coolidge has issued the following proclamation:—The season again approaches when it has been the custom for



President Coolidge.

generations to set apart a day of thanksgiving for the blessings which the Giver of all good and perfect gifts has bestowed upon us during the year. It is most becoming that we should do this, for the goodness and mercy of God which have followed us through the year deserve our grateful recognition and acknowledgment. Through His Divine favour peace and tranquillity have reigned throughout the land; He has protected our country, is a whole against pestilence and disaster and has directed us in the ways of National prosperity. Our fields have been abundantly productive; our industries have flourished; our commerce has increased; wages have been lucrative, and comfort and contentment have followed the undisturbed pursuit of honest toil. As we have prospered in material things, so have we also grown and expanded in things spiritual. Through divine inspiration we have enlarged our charities and our missions; we have been imbued with high ideals which have operated for the benefit of the world and the promotion of the brotherhood of man through peace and good will.

Wherefore, I, Calvin Coolidge, President of the United States, do hereby set apart Thursday, the twenty-ninth day of November as a day of general thanksgiving and prayer, and I recommend that on that day the people shall cease from their daily work and in their homes and in their accustomed places of worship, devoutly give thanks to the Almighty for the many and great blessings they have received, and ask His guidance that they may deserve a continuance of His favour.

HOME OFFICE ACTS PROMPTLY

BANNED BOOK

MISS RADCLIFFE HALL'S "THE WELL OF LONELINESS"

PRINTED IN PARIS

London, Oct. 28.

The Home Secretary took prompt action to-day to prevent the distribution and sale of Miss Radcliffe Hall's banned novel "The Well of Loneliness," following the announcement that copies sent from Paris and detained by the Customs at Dover had been released.

It had been announced that the officials at Dover had been instructed by the Commissioners of Customs and Excise to release unconditionally the whole of the consignment in their hands.

These copies had been printed in Paris by the Pegasus Press, which is under the direction of an English publisher.

It was thought that a piquant conflict had arisen between the Home Secretary (who had objected to the English issue of the book) and the Commissioners of Customs. I am informed that that aspect of the question has not been fully considered.

In Same Position

The Home Secretary, after consultation with his advisers, decided that the copies printed abroad were in the same position legally as if they had been printed and published in London.

Consequently, anyone selling the book is subject to the same regulations. The Continental edition may be seized and destroyed by the police, acting under the authority of the Home Office; and its purveyors may be subjected to punishment.

It is anticipated that a full official statement on the result of the action taken to-day will be made later.

Public attention was first drawn to the book (which deals with a form of sexual perversion) in an article by the editor of the "Sunday Express."

Copies were sent to the Home Secretary, and at his request the English publishers, Messrs. Jonathan Cape, ceased publication.—A correspondent.

FLIGHT DEPARTS

FOUR BOATS ON THE WAY TO TOURANE

"HOP" OF 590 MILES

The four flying boats under Group Captain Cave-Brown-Cave, R.A.F., forming the British Far East Flight, left Hong Kong this morning at half past six, on a "hop" of 590 miles to Tourane in Indo-China, en route back to Singapore.

They took off from Kowloon Bay, off Kai Tak aerodrome, in formation and were accompanied out, almost as far as Macao, by one of the 'planes stationed in Hong Kong.

The departure was fixed originally for Monday, Nov. 26—the visitors having arrived on Sunday, Nov. 18—but was delayed by the presence of an intense typhoon about 400 miles south of Hong Kong.

MARINE COURT

SEVERAL DELINQUENTS BEFORE THE MAGISTRATE

At the Marine Court this morning, Sit Hok, master of the motor schooner "Kai Toki Maru" was, before Comdr. J. B. Newill, D.S.O., R.N., charged with certain infringements of the harbour regulations and was fined \$25 on each of four charges with the alternative of a month's jail with hard labour.

The mistress of a cargo boat, carrying 14 passengers contrary to the regulations of her licence, was fined \$14 and another mistress, charged under a similar offence, was fined \$9.

The master of a passenger boat was fined \$10 for carrying dried vegetables.

Residents of Pevensey Bay are to oppose the erection of an Eastbourne District Council slaughterhouse at Pevensey.

New Orleans, Yesterday.—Mr. William Green has been unanimously re-elected President of the American Federation of Labour.—Reuter's American Service.

QUEEN'S THEATRE

SPECIAL PRESENTATION
OF THE SUPERB DRAMATIC PRODUCTION

The King of Kings

A film that will live for ever in the hearts of all who see it!

TO-DAY TO SATURDAY

SPECIAL TIMES & PRICES.

At 2.30 \$1.50, \$1.00, 60 cts. & 40 cts.
At 6.00 & 9.15 \$2.00, \$1.50, 80 cts. & 60 cts.

THE KID HIMSELF AT HIS FINEST!



JACKIE COOGAN

THE BUGLE CALL

With CLAIRE WINDSOR

A stirring tale of frontier perils and adventure!

AT THE **WORLD** TO-DAY TO SATURDAY.
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

A LAUGHING story of a how a tangled love nest weathered a spicy storm of matrimonial squabbles!



"DON'T TELL THE WIFE"

Starring
IRENE RICH

WARNER BROS PRODUCTION

AT THE **STAR** TO-DAY TO SATURDAY
Continuous 2.30 to 11.15.

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Engineers and Shipbuilders.
Kowloon Bay.
New Work & Repairs.
Call Flag "L"
Sole Agents for Kelvin Motors.

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LEE YEE,
Ladies' and Gentlemen's Hair Dressers and Booksellers.
No. 12, D'Aguilar Street.
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Optician.

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58, Queen's Road Central.

Printers.

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3a, Wyndham Street. Tel. C. 22

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